ILOILO, PHILIPPINE ISLANDS.

THE UNITED ABBESTOS OBJENTAL AGENCY.

Sole Agents for the united asbestos c**o.**, LIMITED, LONDON. DODWELL & CO., LIMITED, General Managers.

NEW SERIES No. 1829. 日八十月三年七十二精光

ESTABLISHED 1881. THURSDAY, MAY 16, 1901.

四拜禮

號六十月五英港香

THIRTY DOLLARS PER ANNUM.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions

to Sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

SATURDAY, the 18th May, 1901,

at 2.30 P.M.,

at their Sales Rooms, Ice House Street.

A QUANTITY OF

SILK TAPESTRIES & EMBROIDERIES.

Looms at JSOOCHOW and HANGCHOW for Im-

perial use and were stored in the Intperial-

GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of

to be held at the Offices of the Public Works

MONDAY.

the 20th day of May, 1901, at 3 P.M., are

Sale of Crown Land by Public Auction;

T. SERCOMBE SMITH,

Particulars and Conditions of the letting by

Public Auction Sale, to be held on Monday, the

20th day of May, 1901, at 3 P.M., at the Offices of the Public Works Department, by

Order of His Excellency the Governor, of One

Lot of CROWN LAND, at MacDonnell

Road, in the Colony of Hongkong, for a term of

75 Years, commencing from the 19th day of

PARTICULARS OF THE LOT.

Boundary

Acting Colonial Secretary.

HUGHES & HOUGH,

525C

Auctioneers.

Household Godowns.

Department, on

By Command,

TERMS :-- As Usual.

Hongkong, 15th May, 1901.

published for general information.

Hongkong, 4th May, 1901.

Colonial Secretary's Office,

These Silks are all made on the Imperial

#### Banks.

JOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880. CAPITAL SUBSCRIBED ......Yen 24,000,000 CAPITAL PAID-UP CAPITAL UNCALLED..... RESERVE FUND 8,310,000 Head Office: -YOKOHAMA

Branches and Agencies. TOKIO. LONDON. NAGASAKI. NEW YORK. LYONS. SAN FRANCISCO. HONOLULU. SHANGHAL. BOMBAY. NEWCHWANG. TIENTSIN.

LONDON BANKERS: THE LONDON JOINT STOCK BANK, LD. PARRS' BANK, Ld. THE UNION BANK OF LONDON, LD. HONGKONG BRANCH:-INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per Annum on the Daily Balance. On fixed deposits for 12 months at 5 per cent.

TARO HOĎSUMI, Manager. Hongkong, 17th April, 1901.

THE NATIONAL BANK OF CHINA LIMITED. Authorised Capital......£1,000,000 HEAD OFFICE:-HONGKONG.

Board of Directors :-Chan Kit Shan, Esq. | C. Ewens, Esq. Chow Tung Shang, Esq. | J. T. Lauts, Esq. Chief Manager, GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed .....5-% Hongkong, 20th December, 1899. TONGKONG AND SHANGHAL BANKING CORPORATION. 

RESERVE FUND.-Sterling Reserve.....\$ 10,000,000 } \$13,000,000 RESERVE LIABILITY OF PROP'TORS.\$10,000,000 COURT OF DIRECTORS: R. SHEWAN, Esq., Chairman.

The Hon. J. J. KESWICK, Deputy Chairman. A. Haupt, Esq. D. M. Moses, Esq. | N. A. Siebs, Esq. A. J. Raymond, Esq. H. W. Slade, Esq. R. L. Richardson, Esq. H. E. Tomkins, Esq. Paul Witkowski, Esq. H. Schübart, Esq. CHIEF MANAGER:

Hongkong-Sir Thomas Jackson. MANAGER: Shanghai-H. M. Bevis, Esq. LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED. HONGKONG-INTEREST ALLOWED

On Current Account at the rate of 2 per Cent. per Annum on the daily balance. ON FIXED DEPOSITS: For 3 months, 21 per Cent. per Annum. For 6 months, 31 per Cent. per Annum.

For 12 months, 4 per Cent. per Annum. T. JACKSON, Chief Manager. Hongkong, 29th April, 1901.

HONGKONG SAVINGS BANK. THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be

obtained on application.

· INTEREST on deposits is allowed at 31 PER CENT. pér annum. Depositors may transfer at their option balances of 5100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING, CORPORATION, T. JACKSON, Chief Manager.

Hongkong, 4th October, 1900.

IMPERIAL BANK OF CHINA. ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels. SUBSCRIBED CAPITAL ..... 5,000,000 PAID-UP CAPITAL ..... 2,500,000 Head Office: -SHANGHAI. Branches and Agencies. PEKING.

CANTON. PENANG. CHEFOO. SINGAPORE. CHINKIANG. TIENTSIN. CHUNKING. HANKOW.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies. HONGRONG BRANCH.

Advances made on approved securities. Bills discounted. INTEREST ALLOWED ON DEPOSITS.

per Annum Fixed Deposits for 3 months.

W. RUTTER, Manager, Hongkong, 1st January, 1901.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE:-LONDON.

RESERVE LIABILITY OF SHARE-RESERVE FUND ......£525,000 TNTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent. 6 ... ... 3‡ .... T. P. COCHRANE, p. Manager.

Hongkong, 16th October, 1900. GREEN ISLAND CEMENT COMPANY.

#### LIMITED. PORTLAND CEMENT.

\$5,00 P Cask of 375 Ds. Net ex Factory. 83.00 The Bag of 250 lbs.
SHEWAN, TOMES & CO., General Managers. Hongkong, 12th December, 1900.

Mails.

ORIENTAL STEAM PENINSULAR AND NAVIGATION COMPANY.

SHANGHAI ...... Parramatta...R. T. Denny, R.N.R... About 24th May ... Freight or Passage. LONDON, &c..... Bengul\* ..... S. Barcham............ Noon, 25th May ... Freight or Passage. S'HAI & JAPAN ... Java ......... G. W. Gordon, R.N. R... About 31st May ... Freight or Passage. MARSEILLES Ceylon ...... W. Hayward, R.N.R... About 1st June...... Freight or Passage. \* (See Special Advertisement).

For Further Particulars, apply to

A. RITCHIE, Superintendent.

Hongkong, 17th May, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS:

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia. PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

SAILING DATES. STEAMERS. PREUSSEN......WEDNESDAY, 29th May. HAMBURG, Hamburg-Amerika Linie ......THURSDAY, 13th June. SACHSEN ......THURSDAY, 27th June.
KIAUTSCHOU, Hamburg-Amerika Linie .....THURSDAY, 11th July. BAYERN THURSDAY, 25th July.
STUTTGART. THURSDAY, 8th August. KONIG ALBERT.....THURSDAY, 22nd August.

PRINZESS IRENE....THURSDAY, 5th September. PRINZ HEINRICH......THURSDAY, 19th September.
PREUSSEN.....WEDNESDAY, 2nd October.
HAMBURG, Hamburg-Amerika Linie.....WEDNESDAY, 16th October. \*BAYERN ...... WEDNESDAY, 27th November.

ON WEDNESDAY, the 29th day of May, 1901, at Noon, the Steamship "PREUSSEN," of the NORDDEUTSCHER LLOYD, Captain E. Prehn, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA. Shipping Orders will be granted till NOON, on MONDAY, the 27th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 28th instant, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 28th instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board. NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 15th May, 1901.

MELCHERS & CO., AGENTS.

ONGKONG

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the MANAGER.

Hongkong, 2nd July, 1900.

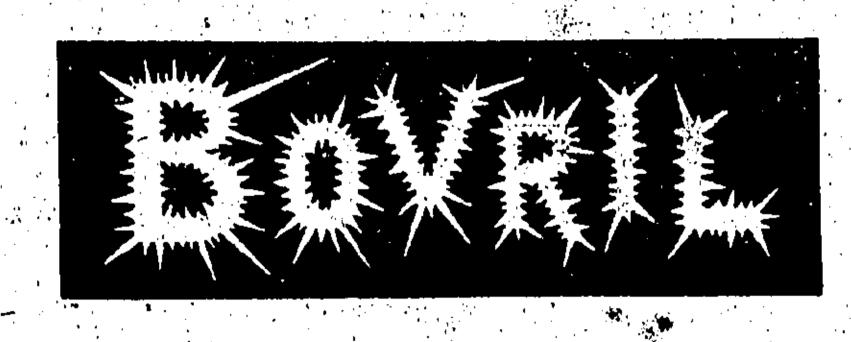
PER CASE OF 4 DOZ. QUARTS 6 DOZ. PINTS -

> SOLE AGENTS: H. PRICE & Co., 12, QUEEN'S ROAD

Hongkong, 2nd May, 1901.

Intimations.

Boyril Promotes Energy and takes away that tired feeling which life in the East produces. Unrivalled for Athletes and persons of either sex cultivating physical strength. To be obtained at all Stores, Chemists and Hotels throughout Hongkong, China and



BOVRIL PROMOTES HEALTH. STRENGTH AND ENERGY.

GENCY, LIMITED.

SQLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

UNITED SASBESTOS CO., LD., LONDON, CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE Best Qualities of ASBESTOS GOODS and PACKINGS. HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds. "VICTOR" METALLIC BOILER JOINTS. ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK. CHIEF SUPERINTENDENT......THOMAS SKINNER. SUPERINTENDENT ......ARCHIBALD-RITCHIE.

DODWELL & CO., LIMITED, General Managers.



No. 75.

## CHAMPAGNE.

JUST LANDED, A FRESH SUPPLY OF POMMERY AND GRENO, SEC. AND EXTRA SEC.

Per Cass of 1 Dozen Bottles

MACGREGOR & WINE AND SPIRIT MERCHANTS.

15, Queen's Road, Hongkong, 15th May, 1901.

PETER SYS' WONDERFUL SPECIFIC. THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale

THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street,

Numbered.

10 201-210

10 321-330

331-340

Hongkong, 7th May, 1901.

1900 has been declared.

By Order of the Board.

Hongkong, 19th April, 1901.

CANTON LAND CO., LIMITED.

10 151-160 CREASY EWENS, Esq.

.182-190 FUNG SHIU SAN Esq.

10 311-320 ELEAZER SILAS KELLY, Esq.

LOST New Certificates for the same will be

issued One Month from the date hereof and

the Original Certificates will be considered by

the Company as Null and Void, and all persons

are hereby warned against accepting or nego-

UNION INSURANCE SOCIETY OF

NOTICE TO SHAREHOLDERS,

A N. INTERIM BONUS of TWENTY per

cent, upon Contributions for the year

WARRANTS will be issued on the 1st May.

NIEW MUSICAL PUBLICATIONS,

GRAND MASS (with Organ Accept)...

No. 2 ALBUM (3 Songs)

-MAESTRO A. CATTANEO.....

No. 1 ALBUM (3 Songs, English & Italian).

The 'LILY' Waltz and 'ELIZA' Waltz.

NEW FEATURE:

Pocket Edition of Pianoforte Music: includ-

ing MARCH dedicated to Hongkong Volunteers

CANTON, LIMITED. " "

A. G. G. GORDON, Esq.

General Managers.

w. j. saunders,

[438c]

In the Name of

12th October, 1808.

A. S. WATSON & CO., LIMITED.

TOTICE is hereby given that the SIX-TEENTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration), will be held in the Eoard Room, at the Hongkong Dispensary, on WEDNESDAY, the 22nd instant, at TWELVE O'CLOCK NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 31st December, 1900.

The REGISTER of SHARES will be CLOSED from THURSDAY, the 16th instant, until SATURDAY, the 25th instant, both days inclusive, during which period no Transfer of Shares will be registered. By Order. A. H. MANCELL,

Secretary. Hongkong, 11th May, 1901. THE WANCHAI WAREHOUSE AND with transfer deeds attached having been STORAGE CO., LIMITED.

NOTICE TO SHAREHOLDERS. NIOTICE is hereby given that an EXTRA

ORDINARY GENERAL MEETING of the above Company will be held at the ciating same. SHEWAN, TOMES & Co., Office of the Undersigned, No. 5; Queen's Road Central, Hongkong, on THURSDAY, the 23rd May, at 3 o'clock, in the Afternoon, for the purpose of considering and (if thought fit) approving of an offer for the sale of the whole of the Company's property on Marine Lot No. 29, 29A, 30 and 30A, Inland Lot No. 438-42, 613-615 on Terms and Conditions, which can be ascertained upon enquiry from the Under-MEYER & CO., :

General Managers. Hongkong, 15th May, 1901.

WATCH MANUFACTURERS, STRAM FACTORY ESTABLISHED 1864. ST. IMIER, SWITZERLAND. SPECIALITIES:

MAXIM, BERNA, &c. REPAIRS of WATCHESt and CLOCKS
by competent European experts, at
Moderate Rate.

LEVER WATCH & CHRONOGRAPHS. TRADE MARKS:

and PolkA to Peak Residents. No. 10, QUEER'S ROAD CENSEAL 1526c 44[6] To be had of all MUSIC DEALERS. Hongkong. 15th May, 1001

January, 1899.

H. S. E. W. tt. ft. ft. ft. MacDonnell 73.9[74.3] 50 | 30 | 2,960 | 20 | 473

PUBLIC AUCTION.

NOTICE is hereby given of the proposed Sale by Public Auction, for and on Account of the Concerned, at the Sales Rooms of Messrs. HUGHES & HOUGH, Hongkong,

WEDNESDAY, the 22nd May, 1901, at 12 o'clock, NGO

British Steamer "SOBRAON" 7,382 Tons Gross, 4,411 Tons Nett, as she now lies on the TUNG YING ISLAND (recently stranded).

The steamer with her GEAR, TACKLE, ENGINES, BOILERS, MACHINERY and APPURTENANCES now on Board, and about 1,200 Tons of COAL'in her Bunkers will be put up in ONE LOT. That portion of her CARGO remaining on

Board, and consisting of about 125 Bales SKINS,

160 Cases BRISTLES, 250 Bales STRAWBRAID, 60 , HIDES, 50 Piges WAX.

50 , FEATHERS. " JUTE. "GALLNUTS. COTTON,

100 ... MERCHANDISE (Various), all, more diviess, in a SECOND LOT, and ONE BOLLER, sent from Shanghai for Salvage Purposes, and now on the Steamer's Deck; in

TERMS, -Cash on the fall of the hammer, when the steamer, the Cargo remaining on Board, and the Boller last mentioned, will be at the RISK OF THE RESPECTIVE PURCHASERS. TOTICE is hereby given that the follow-H.A. RITCHIE, Superintendant, P. & O. S. N. Co., 51- 60 ANTHONY BABINGTON, Esq.

HUGHES & HOUGH, Auctioneers. Hongkong, 13th May, 1901.

NOTICE

To all whom it may concern, NOTICE IS HEREBY GIVEN that the Cargo remaining on Board the P. & O. S. N. Co.'s Steamer "SOBRAON," recently stranded on TUNG YING ISLAND, and consisting of about 125 Bales SKINS,

160 Cases BRISTLES. 250 Bales STRAWBRAID. 60 , HIDES.

50 Plages WAX, FEATHERS,

JUTE, GALLNUTS, 200 COTTON. 100

MERCHANDISE (Various) will be Sold by Public Auction in ONE LOT at the Sales Rooms of MESSRS. HUGHES & HOUGH, Hongkong, on WEDNESDAY, the 22nd May instant, at 12 o'clock Noon. H. A. RITCHIE,

Superintendent, P. & O. S. N. Co. Hongkong, 13th May, 1001.

BANQUE DE L'INDO-CHINE.,

TATHEREAS the following UN-ISSUED V NOTES have been STOLEN from the Premises of the BANQUE DE L'INDO-CHINE: and which said Notes are expressed on the face thereof to be PAYABLE at the BRANCH. OFFICE of the said BANQUE in SAIGON, the Numbers of which said Notes are as follows:

Series V 49, 1 to 1,000 of \$1 (One Dollar)

Series Z 49, r to 1,000 of \$1 (One Dollar). The Publicare hereby CAUTIONED against purchasing or dealing in any way with such Notes, as the BANQUE DE L'INDO-CHINE accept no liability for the same.

By Order of the Chief Manager in Saigon, For the BANQUE DE L'INDO-CHINE, ZL. BERINDOAQUE

Acting Manager.

Hongkong, 26th February, 1901

#### To-day's Advertizements."

NOTICE.

45,000 to lend upon First Class Mortgage Security in large or small Amounts.

Apply—

J. J. FRANCIS., 4, Des Vœux Road

Hongkong, 11th May, 1901.

PERSEVERANCE LODGE OF

HONGKONG, No. 1,165.

REGULAR MEETING of the above A LODGE will be held in the FREEMAsons' HALL, Zetland Street, TO-NIGHT, the 16th instant, at 8.30 for 9 p.m. precisely, Visiting Brethren are cordially invited to attend. Hongkong, 16th May, 1901.

THE WANCHAI WAREHOUSE AND STORAGE CO., LIMITED. NOTICE TO SHAREHOLDERS.

OTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the above Company will be held at the OFFICE of the Undersigned, No. 5, Queen's Road Central, Hongkong, on THURSDAY, the 23rd May, at 3 o'clock, in the Afternoon, for the purpose of considering and (if thought fit) approving of an offer for the sale of the whole of the Company's property on Marine Lot No. 29, and Inland Lots No. 438-42, 613-615 on Terms and Conditions, which can be ascertained upon enquiry from the Undersigned.

MEYER & CO., General-Managers.

Hongkong, 16th May, 1901. THE CHINA AND MANILA STEAM-SHIP COMPANY, LIMITED.

FOR MANILA. THE Company's New Steamship

" DIAMANTE! Captain A. Ramsay, will be despatched as above, TO-MORROW, the 17th instant, at Noon. The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light. A Doctor is carried.

For Freight or Passage, apply to. SHEWAN, TOMES & Co., General Managers. Hongkong, 16th May, 1901.

NIPPON YUSEN KAISHA.

FOR MANILA. THE Company's Screw Steamship

"KASUGA MARU, (3.873 Tons Gross, Captain H. Fraser), will be despatched for the above Port, on FRIDAY,

the 24th instant, at 4 P.M. This Mail Steamer is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric light and Refrigerator. Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other

For Freight or Passage, apply to A. S. MIHARA, Hongkong, 16th' May, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE. FOR NEW YORK, VIA SUEZ CANAL.

THE Steamsnip will be despatched as above

on or about the 25th June. For Freight, apply to JARDINE, MATHESON & Co.,

Hongkong, 16th May, 1901.

PACIFIC MAIL STEAMSHIP COMPANY NOTICE.

CONSIGNEES of CARGO per Steamship

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from

Cargo impeding the discharge of the Vessel will be landed and stored at Consignées' risk and expense.

GEORGE ECKLEY, Acting Agent. Hongkong, 16th May, 1901.

#### Intimations.

#### EYE-SIGHT.

Mr. N. LAZARUS,

Occulist-Optician, of London and Calcutta may be consulted for SPECTACLES

at 16; Queen's Road Central, (R. HOUGHTON & Co.) (Nearly opposite the HONGKONG HOTEL). Business hours:- 9 A.M. to 5 P.M.

GREAT proportion of cataracts and A diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of 'Eye Strain' ending in serious forms of disease. Glasses specially adapted in youth to those

requiring them save and preserve the sight. Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight. ADVICE FREE. [1453b

NOW READY. AN ACCOUNT

OF THE RECEPTION OF H.M.S. "TERRIBLE,"

> HONGKONG FESTIVITIES CONNECTED -THEREWITH,

WITH A WOODCUT OF THE "TERRIBLE." To be obtained at the Office of This Paper.

PRICE 30 CENTS.

As only a limited number have been printed intending purchasers should send their Orders early, for the Issis of this interesting souvenir will soon be exhausted. A Honekong at June 1999ay and the

## Intimation.



A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS

#### ÆRATED WATERS IN THE FAR EAST.

OUR NEW FACTORY, facing the sea at the Praya Reclamation is constructed with every attention to the best principles that sanitary science can suggest. \* 🛌

A perfect System of Filtration is employed guaranteeing Absolute pur-

The Machinery used is of the Latest

A STAFF OF ENGLISH EXPERTS attends to every detail of the Manu-

The Waters produced are of the highest class and excellence; as testified to by the best English makers.

A. S. WATSON & CO., LIMITED, THE HONGKONG DISPENSARY. Hongkong.

# Hongkong Welegraph

HONGKONG, THURSDAY, MAY 16, 1901.

#### NOTES AND COMMENTS.

The Load Line Case.

The case in which Captain PRIMROSE sued his Chinese owners for wrongful dismissal is one in which we think that further has been promoted to the rank of captain. evidence went to show that the ship had a false load line some inches above the Board of Trade one, which gave her some eighty odd tons more carrying capacity. This Captain Primrose altered and for this, apparently, he was dismissed. Indeed the Chinese owner admitted that he preferred

to run his ship with the false load line. This being the case we certainly think that the Harbour Master or some other officer whose duty it may be look into such affairs, should take the matter up and proceed against the Chinese owner." Here is a man who has, for all we know to the contrary, been wilfully endangering the lives of the crew and passengers of his ship by sending her to sea loaded down to a line above that allowed by the Board of Trade. This he' has done for the sake of a few paltry dollars and, unless he is punished for the offence, he will probably continue to cheat the Board of trade and more honest owners until such Time as his vessel is lost We certainly think that it is the duty of the

Authorities to take the matter up. We should also like to ask if the loadlines of Chinese owned vessels are inspected here, or is the mark, as painted on by the owner or his agent always accepted as correct? If, as is only too probable, no such supervision is exercised, then every Chinaman who cares to risk human lives in this manner for his own gain, can alter the load lines of his vessels with impunity and nobody will be a bit the wiser. Had the P. & O. or any other large European line done such a thing there would have been a tremendous outery

raised immediately, and we do not see why | date. a Chinaman should be allowed to break the law and not be brought to book. Besides, such an act cheats honest ship-owners, for the ship with a false load line carries more cargo in proportion and thus earns larger dividends than that which obeys the law.

We would suggest that an examination be

made of the load line of every Chinese owned vessel entering the Harbour, for if one has been altered the probabilities are that many more have been treated in the same manner. We want to see an example made both in the interests of justice and in the interests of the travelling public, and the honest shipowners whom we represent. There is far too much of the "dear me, I really can't | of Wales, he was a guest, seems to indicate | hardt's point of view the alligator is a fitting be bothered attitude" about some of our Government Departments and the sooner thatsome of these well-paid and under-worked gentlemen wake up to a sense of their responsibilities the better for all parties concerned. Besides, if there is a law forbidding a ship to leave the port too deeply laden; i necessarily follows that somebody is responsible for seeing that such law is enforced. If the person responsible fails to do his duty and loss of life occurs, then we say he is

#### REUTER'S TELEGRAMS.

#### SPEECH BY LORD SALISBURY

LONDON, May 13th. Lord Salisbury at a Non-conformist Unionist banquet, said that the past two years had shown that the spirit of our countrymen burns bright. They were ever accustomed to hear suggestions that our star had set, an that we would never fight again, but gross, miscalculations had shown the power of England, and that it was a safer place and more secure than before. There was no Power in the world but knows that if it defies England's might, it defies one of its most formidable enemies.

#### May 14th. REINFORCEMENTS FOR THE RUSSIAN FLEET ON CHINA STATION.

A Daily Telegraph despatch from Petersburg states that Russia has ordered two battleships and four cruisers to the China Station in response to a request from Admiral Alexieff for reinforcements.

#### LORD SALISBURY'S SPEECH.

Lord Salisbury in his speech referred only to the War and to Ireland. He said that these two questions were strains upon the resources of the Empire, and were closely has been caught, while cruising, and his secreallied. The war had shown the danger of home rule by enabling the leaders of the Irish to make hostile prepartions.

## THE CHINESE TARIFFE

Viscount Crambourne states that the British Government has expressed it it opposed any increase in the Chinese import tarif beyond raising the duties to actual five per cent ad valorem, except in connection wi reforms in the treatment of foreign trade,

#### WEATHER REPORT.

The Observatory report says:—

On the 16th at 11.50 a.m. barometric changes are slight. Pressure is high over Japan, and gradients are slight for S.E. and E. winds on the China coast, and in the N. part of the China Sea. Forecast: -E. and varying winds, light; probably some thunder.

#### LOCAL AND GENERAL.

Al GOOD shorthand reporter is wanted, vide advertisement appearing elsewhere.

THE Macao Mortality Statistics for the 'wee ended 5th instant show 52 deaths, 17 of which are from plague.

THE Limewashing Return for the fortnight ended 29th April shows that the houses lime washed to date number 2,236.

THE American battleship Newark is leaving the Philippines for New York this month. She -will-take Aguinaldo, as prisoner of war, to-America.

COMMANDER Cradock, of H.M.S. Alacrity, steps should be taken. In this case the is to be relieved by Commander Seymour E. Erskine, now of H.M.S. Dido.

> Our Special Edition is now on sale and may be obtained on application. Price fifty cents Intending purchasers are advised to order early. See advertisement appearing cleswhere LONG prices were not the order of the day at

> sale of horses held by Mr. Hough this afternoon. Hoodoo fetched \$190 and a bay mare \$260 while other prices ranged between that and \$30. The horses were a good looking lot but bidding was weak!

> Young Bachelor: "What do you think of the author's sentiment that 'only the brave deserve the fair 12 "

Old One:" I think it is only the brave who dare live with the fair in this day and gene

WE shall be obliged if any subscriber on receiving his paper late or irregularly wil write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, Hongkong Telegraph Co., Ld., 50 'Queen's Road Central. The wrapper wi enable us to check the delivery coolies

An extraordinary Government Gazette, issued on the 6th inst, at Singapore, notifies that the exportation of arms, ammunition, gunpowder, dynamite, and other explosives and military and naval stores from any port or place in tha Colony to the Netherlands India is prohibited for a period of six months, from the above

THE Hon. T. H. Whitehead returned to the Colony to-day, by the s.s. China. He is looking exceedingly well after his trip home and we may now expect the Council Meetings to become something more than the sleepy proceedings they have proved during his absence. Mr. Whitehead informed a Telegraph representative that he had had a capital holiday and voyage, but that he was much too busy to say

memory for faces is well known. A little episode at a recent ceremony, at which, as Prince that his Majesty has an equally retentive companion to the coffin without which she is memory for dates and events. An American said never to travel, and in which she has even railway magnate present, who had last met the Prince when, as a young man, he visited Canada | playmates. So far, it has not been announced and the United States, naturally alluded to the fact when in compersation with his Royal fellowmembered the occasion (a shooting party), although it was along time ago. "Forty-one years, cerning them. But she was ever a fighter, and Sir," observed the gentleman addressed. " No." is not to be daunted by any hotel clerk. Show years and six months, Mr.

promotions, transfers, etc. We imagine it will be found useful by many shipping people here, who can see at a glance where their friends are at the time. We shall be much obliged for any information from our readers tending to keep the column up to date.

IT will be seen elsewhere, says the Union (Shanghai), that the British Post Office at Shanghai is being run at a loss, It is no use -crying over spilt milk, but if the Hongkong Postmaster General had taken more interes in the Shanghai branch some time ago, it is probable there would be no deficiency now, It stands to reason that with other Post Offices competing and granting facilities which the British one did not afford, the business should go to those which accommodate the public best. Most people will not pay the British Post Office five cents on a letter from Shanghai to Hongkong or coast ports when the Chinese Post Office only charges two cents for a quarter ounce letter. We notice that the British Post Office is now giving change in Hongkong

THE Singupore Free Press has of course pounced on this piece of intelligence:-The Bangkok Times publishes the following telegrain, apparently in earnest, though for conscience' sake a foot-note is added:-

The German millionaire scientist Mencke tary has been killed by natives of New Britain (in the Bismarck Archipelago). The secretary was the fatter.

The above message is not quite plain as

The last sentence is undoubtedly a typical illustration of the art of sub-editing. Much is con veyed in those few words. Naturally, the secretary being "the fatter" accounts for the savage preference from a culinary point of view and the reader is not left in much doubt as to the ultimate fate of the millionaire scientist. He is merely being kept stall-fed-to grow fatter!

An old German officer complains in a military paper in Berlin, says the correspondent of the Daily News, of the change which has taken place in the German officer, and especially in his views as to what is fitting in his behaviour. In this connection the following story is related by the writer:-At Tientsin last year a Chinese official was to be executed publicly. A little square in the town was chosen for the scene, and among the first to arrive to witness it was a German lieutenant, who at once set about putting up a tremendous photographic apparatus on a hill. Many officers of the Allied forces also appeared, among them various high German officers. None of the latter appeared surprised at the camera, and it was only when the English captain who was superintending the execution appeared at the head of a company of soldiers with the condemned man that the lieutenant, at his bidding, was obliged to remove it.

DURING his recent peregrinations conducted with the object of examining the condition of the telephone poles, an official of the Otaru Telephone Office, Hokkaido, says the Japan Times, discovered that some dozen or more of the poles standing in the mountains of Kotan in Haru-usui-mura thad been bored into all around at a space of six to twelve inches from the top, rendering them liable to get broken down almost any moment. He further discovered that the damage had been done by wood-peckers and the telephone office above mentioned has since declared war on the flintbilled feathered tribe all along the route traversed by its wires. As to why the wood peckers had taken such a fancy to this particular class of public property, it is suggested that the birds must have thought that the vibrating sound of wires which one hears when the wind strikes them, was the humming of insects that inhabited the wooden posts.

SHANGHAI, as we incidentally suggested in our leading article yesterday; says the Pall Mall Gazette of the 13th ult, is not precisely the particular well at the bottom of which the experienced investigator would confidently look to find truth. Nevertheless, it may be that the Times correspondent in that city is correct in saying that the Nanking Viceroy has been congratulated by the British Government upon the success with which he has opposed the Manchurian Convention. Judging by the light of experience, one would expect such a step as that to be about the last that this or any other Government would take. But no doubt it is true of British policy in China, as somebody says in one of M. Bourget's novels of woman-"Tout est possible-même le bien." If Lord Lansdowne has really written to Liu Kon-Yi in the sense stated, he is to be congratulated upon a step which indicates a concern for British interests and prestige in China which has been conspicuous by its absence from our policy in the Far East.

Bernhardt has added to her museum of animals which accompanies her wherever she goes, an alligator, six feet long. The difficulty, of course, is with the hotel-keepers, who, not unnaturally, object to have an alligator walking up and down stairs, even with Mme. Bernhardt leading it by a ribbon. What the particular attraction THAT King Edward VII., has a remarkable of an alligator may be as a pet we have not the remotest idea, and have no intention to vestigate the point. But from Mme. Bernbeen said to sleep. Tiger cubs, too, are her. that she has developed a passion for cobras, but Madame is young, despite her years. Her years and six months, Mr. many of her tastes are not popular,

It may be noticed that we are publishing a THE mortality statistics for the week ended gazette of interest to the shipping community | 4th May show a deathrate of 33.4 per thousand generally, giving the names of officers on leave, for the European community and of 29.1 for the whole Colony, European and Chinese po-

-H. M's. FIRST class battleship Goliath was taken up the Yangtsze to Nanking last week by Pilot Mobsby. The Goliath is the largest vessel that has ever been up the Yangtsze and was drawing 28 feet 5 inches on an even keel when she left Woosung.

CHEMULPO, May 5th. The Mainichi says Eight of the crew of the British flagship Barfleur carried away a quantity of china goods from a Japanese store and a dispute took place between them and the Japanese. Two British and four Japanese were injured in a fray which KOWLOON City was again the scene of an

armed robbery, or rather attempted robbery, on Tuesday night, but the owner of the house attacked frightened the robbers with a fire-arm of some description, and they ran off, except one, who in his haste to escape fell off the roof and sustained serious injury. He was captured by the police, and is now in hospital. A YOUNG medical student was just about to

establish a practice in Bromsgrove, and an experienced doctor was giving him advice. "Now, my boy," said the expert "the first point to remember is this; whenever you are required to prescribe for a woman, make her put out her tongue, and pretend to study i long and carnestly. This will seldom help you to determine what her trouble is, but a woman can't talk whilst her tongue is out."

WE note that at the Sanitary Board meeting held this afternoon, one of the Orders of the Day before these gentlemen was "Suggestion relative to the deposition of moribund infants at the door of the Convents." We suppose what was really meant was "Suggestion relative to the prevention of deposition" etc. If the original is correct, however, we hope the tender-hearted Arthur will not suggest that any interest on deposits should be made to customers of the Convent door-steps.

A COASTING skipper, says a Shanghai paper, wants to know why there is no fog signal on Pec Yu Shan (Shaho island), Heishans. The lighthouse on this island, he says, was crected in 1895, many years after a China Merchants' steamer had come to grief there. He says also it is about time a light and fog signal were supplied to Tungying where the Sobroan was lately lost. This, we believe, is under consideration. A light on Button Island would not be out of place, and if the powers that be wil oblige, skippers will be grateful.

#### MORIBUND INFANTS.

The following extract from a minute of H.E the Governor was laid on the table at to-day'

meeting of the Sanitary Board :-"There might be a compulsory registration of infants received and a death certificate involving a further increase of the medical

Mr. Brewin minuted :- I believe that sometime before 1891 this question attracted the attention of the Sanitary Department and Committee reported on it. Can the report be found and attached to the papers?

## CANTON NOTES.

(From Our Own Correspondent.) CANTON, May 14th. STILL MOVING FORWARD.

Viceroy To is certainly endeavouring to improve the condition of things in and abou Canton. The change in the police regulations, to which I have already referred, was a move in the right direction. Then when the street elders tried to stop, the building of the new wharf and petitioned the Viceroy to prevent the building of it, the Viceroy replied that the wharf was needed in the interests of trade and that if the merchants themselves put obstacles in the way of improvements, they must not look to him for relief when husiness became dull So the wharf will soon be completed. Now ! have it on good authority that the Viceroy has signed a contract for the removal of the barrier on the Macao reach. This barrier was built about the time of the French war. For some time after the war coast steamers were not allowed to come to Canton. About ten years ago the barrier was opened sufficiently to allow vessels to pass through. Now the barrier is to be completely removed, or at least to such an extent that vessels will not be delayed as

#### A NEW DEPARTURE.

It is not often that Chinese benevolent enterprises are undertaken in the interests of the coolie class. Yet this has been done in Canton during the last few weeks. Perhaps more coolies enter Canton by the East gate than by any other gate. Vegetables, charcoal and many other things are carried in abundance from the country east of Canton. The road for miles ou is often like some of the streets in the city. Now some benevolent Chinese have taken pity on the poor coolies who carry burdens day after day along this road in the hot sun. A sub scription book was sent and over \$10,000 sub scribed for the purpose of putting a mat cover ing over this road. Already the road has been covered for seven miles, beginning at the East gate. The covering will be continued unti the money subscribed is all used. This is cer tainly something new and it is decidedly FROM a home paper we learn that Sarah pleasant to be able to take a walk into the

· PLAGUE. . There does not seem to be any marked increase in the number of plague cases during the last few days. The following case may be of interest to some of your readers. Some days ago Dr. Swan, of the Canton Hospital, was asked to go and see a patient who was waiting in a boat on the river. Propatient proved to be a man suffering from plague. The man's story is that he lived in Hongkong. Late one night he ascertained that he was suffering from plague. He immediately sent and hired a steam launch for \$75 and left that same night for Canton and came straight to the foreign doctor. This man has had a very close call but is now on the way to recovery. And here it may be said that the Chinese to not dread entering the Canton hospital. In fact, were plague patients received into the hospital it would soon be growded with them. The reaguest . The Prince remarked that he quite re- pet dogs, however, have given her no end of son the Cithese give for dreading the Hongtrouble, because of the liotel regulations con- kong hospitals is that all who enter are butchered (Tong) and covered with quick-lime in the coffins. However the bodies may be ably well and is practically out of danger. treated, so long as the Chinese have the idea | We regret to learn that Messis, P. D'Agosguilty of culpable negligence almost amount- replied his Royald Highness with a smile; forty is wonderful, but one must be that post-mortems are held and lime used, they tini, and Kremmiskey, both of the Naval Yard, will dread the hospitals.

#### LEGAL INTELLIGENCE

SUPREME COURT. IN ADMIRALTY JURISDICTION. May 16th.

THE "GLENGYLE" "HANGCHOW"

COLLISION CASE. William Coutts, chief engineer of the Glengyle was the first witness called this morning. He stated that he was on board at the time of the accident and was in the engine room as the vessel came up from Stonccutter's to the scene of the collision. He saw the orders to stop and go astern telegraphed from the bridge. They were obeyed promptly. The engines were reversed in three to four seconds by the hydraulic and steam reversing gear. The propeller of the Gleneyle is a right handed one of 221 feet pitch. The vessel's half speed is about -six or seven knots and at slow she travels from two to four.

By Mr. Francis. Full speed is 50 revolutions at 10 knots. There is a percentage of slip. The revolutions made at half speed on the day in questions were 350. For 11 knots 55 revolutions would be made, 60 for 12 knots, for slow 15 to 25 revolutions. A hundred and twenty pounds of steam was carried on leaving Stonecutters. Five or ten per cent, was usually allowed for the slip of the engines, so that in smooth water water the speed of the ship would be about ten per cent. less than the speed of the engines.

By Commander Blackburn. There is a counter in the engine room which records the number of revolutions made. Arthur Howard, quarter-master of the Gleng-

ic, was at the wheel at the time of the collision. The wheel is on the top bridge. Hesteered the vessel from Stonecutter's up to the time of the collision. The wheel is entirely open and one can hear what is said on the; bridge amidships but not on the side. Witness received all his orders on the occasion in question from Capt. Darke. He (Witness) had been ten or twelve times in the Harbour, Coming from Stonecutter's the N.Y.K. buoy was left on the port hand. After this the course was straight towards the budy the ship was to moor at, and the course was not changed up to the time of the collision except to clear junks. The helm was not shifted before the collision, he had orders to "keep her steady as she goes." He heard both ships whistle. About 8 or 9 minutes before the collision the Glengyle, gave a long blast and shortly after that the Hungchow gave a short blast and the Glengyle gave another long one. The Glengyle flew the pennant until the N.Y.K. buoy was passed when it was hauled down at the captain's orders. The captain ordered the whistle to be blown. He said with the last order, " give a good long blast, then he might let us know what he intends to do." On the bridge were Capt. Harke, the 3rd Officer, the Pilot and Witness. The Third Mate was at the telegraph and the other two were looking out. The captain was using glasses. By Mr. Francis.-He was steering by word

of command, so could look about him now and again; he saw the Empress, Banca and other steamers. When the Glengyle first whistled she was somewhere between the Banca and Empress and was rather to the starboard side. of the channel. The buoy for which the ship was heading could be seen. Witness saw the Hangchow at the time of the first whistle about 21 points on the port bow and a mile distant. She was about off Kowloon Point. There had been no material change in the course since passing the N.Y.K. buoy except to clear junks. When the first whistle went the Glengyle had a little way, though her engines were stopped. She was moving over the ground a little in spite of the current against her. The Glengyle's bow had passed the stern of the Empress, witness thought, when the first whistle went. This was his second voyage in the Glengyle, he had been here before in steamers. He saw the Hangchow let .go her starboard anchor when not a ship's length away. The Glengyle's heim was not shifted until after the collision. The engines were put astern very shortly after the second blast of the whistle, but Witness could not say if it was before or after the letting go of the Hangchaw's anchor. At the time of the collision the Glengyle had stern way. The engines had been reversed about a minute-and-a-half or two minutes before the collision. The Glengyle had to go ahead again after the collision to clear the Empress; she passed the Hang, how on her port hand. The Hangehow's cables were leading aft and she would have had to go astern to come over her anchors. Witness heard no second whistle from the Hangchow

and saw no other vessel under way. By Mr. Robinson .- If the Glengyle had not gone ahead after the collision she would have fouled the Empress; as it was there was barely room enough to clear her.

Dy Commander Blackburn - Witness did not notice the wheel of the Hangchow as she bore down. Henry Oastler, a quartermaster of the Glengyle, was on board at the time of the collision. He had often been in Hongkong before. He came on deck when the vessel was abreast of the Banca; he was forward and after looking over to starboard rail he crossed over to port and was looking at the Banca. While doing so he heard a long blast on the Glengyle's whistle. A few seconds later he saw the Hangehow about 2 or 21 points on the port bow; she seemed to be going at a great rate and was nearly'a mile off. About a minute and a half after the Glengyle's whistle the Hangehow answered with a short blast. She was flying pennant D. Soon after the Glengyle gave another long blast and about th to 2 minutes later the Hange chow let go her starboard anchor. She was a good ship's length away then.

By Mr. Francis.-The Banca was about 400 or 500 feet off when witness was looking at her. The Hangchow seemed to be about abreast of Kowloon Point when first seen by witness, She was not up to the Time Ball but between there and Blackhead's Point.

By Commander Blackburn -- Witness could not see the Hangchorb's wheel. Mr. Robinson having asked that all the logbooks of the. Glenygle be put in, Mr. Francis asked that the argument be taken on Monday week. As Monday week proved to be Whit Monday, the Court was adjourned to Tuesday

#### week at 10.30 a.m. THE PLAGUE.

Number of cases reported (Chinese ..... 480 up till noon of the 15th (Other Asiatics 's May, 1901 ..... Europeans ..... 3. 

Total number of cases reported to date 504

Number of deaths reported (Chinese ..... 457 up till noon of the 15th Other Asiatics 2 May, 1901 ..... (Europeans ..... 2 

Total number of deaths recorded to data 475 We are pleased to hear that Mr. Hawkes, who is suffering from plague, is doing remark-

#### AT THE MAGISTRACY.

REFUSING HIRE. Mr. F. J. Baddeley, Deputy Superintendent of Police, charged a ricksha coolie with refusing to accept him as a fare. Evidence having been taken, Mr. Kemp fined Defendant \$5 or fourteen days. It is apparently much worse to refuse to carry a Deputy Superintendant of Police than an ordinary member of the public. You may refuse to take the latter, and call him n " fat devil" as well, for far less than \$5.

#### A COSTLY WASH.

Li Cheung, a coolie, had a wash at a street fountain and left the tap running. Chinese the matter is pressing. Send to the Sanitary Constable Kwan Kit swooped down upon him and haled him before Mr. Hazeland, who thought the water wasted worth a couple of dollars or 8 days. Li Chose the latter.

Query.-Did Kit turn off the tap himself or leave it running? Kits, and other felines, usually show an aversion to water.

#### THE SWEEPER'S WATCH.

Fradali, a sweeper employed by the 3rd Madras Light Infantry, went to the Chinese Theatre at Yau-ma-ti. Hoi Hong also went there and improved the occasion by picking Fradali's pocket of a watch and chain valued at \$4, but the sweeper was wide awake and collared his man. Mr. Kemp to-day sentenced the thief to two months' hard labour. He had a previous conviction recorded against him,

STOLEN CHAINS. Chan Hong pleaded guilty to stealing two silver chains, valued at \$5, from the person of Ng Lam. Mr. Kemp sentenced him to six weeks' hard labour.

#### GORGEOUS APPAREL.

Li Tse, a milkman, hankered after a sill jacket, so he went to Jervois Street and bought When opposite the Ko Shing Theatre I'un Nam snatched it, handed it to another man and both took to their heels. Pun was caught and was to-day sentenced to a month's hard labour by Mr. Hazeland. The other man escaped with the milkman's jacket.

#### POTS AND PANS.

For having a cooking pan and a tub in his possession, for which he could not account, Un Kai was find \$5 or fourteen days. He paid

#### HIS UNCLE'S OUT.

Cheung San, Chinese Constable 189, was searching pawnships and found Leung A Fuk trying to pawn a silver watch, value \$40. Leung said the watch, had been given him by his uncle, and afterwards said it had been bought in Macao for \$3. Later on he said it was his father's watch. As he seemed so confused as to the ownership, Mr. Kemp gave him the option of a \$50 fine or 14 days. He chose the latter.

Axel Hallgren, a Swedish seaman residing at the Sailor's Home, pleaded guilty to being drunk and disorderly in Queen's Road. As the fine of \$3 was not forthcoming, Axel went to gaol for ten days,

#### TELLING FORTUNES WITH A BRICK.

On the 8th instant, at 11.45 p.m., William Bond, P.G. 24, was on house to house visitation with some soldiers. Ha Tsi Ming, a fortune teller, interfered and wished to bang the whole lot on the head with a brick. In reply to Mr. Kemp, Ha said the constable knew all about it. Fined \$3 or seven days, and bound over in \$25 to keep the peace for three months. Ha is now telling his own fortune in goal.

#### QUITE A NICE WARDRORE.

The unlawful possession of a pair of blue silk trausers, one pair of black cotton trausers. and a blue cotton jacket, cost Wong Wan fourteen day's hard labour.

A Correspondent complains that our police. reports lack all poetic fervour. Our tame pest (quite harmless) has taken the matter in hand and says the following report of to-day's proceedings ought to suit :---

> REFUSING HIRE. Baddeley goes For a drive, Coolie strikes, Dollars five.

A COSTLY WASH Turns a tapa Water flows: Eight days' hard,

In he goes.

THE SWEEPER'S WATCH. Prigs a watch. Prigger caught Six weeks' hard, From the Court

> STOLEN CHAINS. Stealing chains, "Guilty" pleads; Six weeks' rest, All he needs,

GORGEOUS APPAREL. Silken coat. Coolie prigs; For a month, Furnished "digs."

POTS AND PANS. A little tub, A little pan; Dollars five.

Pay he can.

HIS UNCLE'S GIFT. Uncle's watch. Tries to pawn; In the goal, He will mourn.

DRUNK, Sailor man, On the spree; Next day fined Dollars three.

FORTUNES WITH A BRICK. Fortune teller Heaves a brick At soldier "feller." Fine comes quick.

QUITE A NICE WARDROBE. A lot of clothes. Unlikely tale: Fourteen days

In the gaol.

#### PUBLIC BATHS.

At to-day's meeting of the Sanitary Board the following minute from H. E. the Governorwas laid on the table :--

I am satisfied that among possible preventions to disease, public baths are of great and pressing importance. I have directed the Ag. D. P. W. to erect matshed public baths in various parts of the City, and I think they are equally necessary at Hunghom and Yau-ma-ti Here the people should have an opportunity of washing themselves with hot water. Request the D. P. W. to give an estimate that a Financial Minute may be prepared. I have no doubt that the Finance Committee will approve, but Board for their information.

#### THE CABINET CRISIS IN JAPAN.

Marquises Yamagata and Saigo and Count Inouye and Matsugata held a meeting in the Imperial Palace after the banquet given on Sunday last and discussed the Cabinet difficulties, says the Kobe Herald of the 7th inst. is reported that they agreed to persuade Marquis Ito to remain in the Cabinet and to withdraw his resignation. Marquis Yamagata has no intention of undertaking the formation of a new Cabinet. Count Matsukata, who is busy preparing for a trip abroad, was at Kamakura when the crisis developed and only repaired to Tokio to present his congratulations to the young Prince on the 3rd. He returned to his- villa this morning. Marquis Saigo is reported to be quite indifferent and Count Inouye cannot take a leading hand in the settlement of affairs. Marquis Salonji, the only other possible premier, is not strong enough to undertake the formation of a Cabinet. In view of all this it is well within the bounds of possibility that Marquis Ito will have to resume office. One report has it that Marquis Ito will induce Marquis Saionji to form; a new Cabinet, made up for the most part of the members of the last Ministry, with the exception of Viscount Watanabe-of course. If this plan succeeds, Marquis Saionji will resign after a short time, on account of declining health, and yield the reins to Marquis Ito again. Of course in that case the Cabinet will still be in the hands of the Seryukai.

#### THE RUSH ON JAPANESE BANKS.

It is no exaggeration to say that the condition of the money market in Kioto on the 6th inst. was one of panic. The Aoto and Kioto Shoko Banks were rushed in the morning by depositors, but the other banks were not bothered much in the forenoon. But the trouble extended in the afternoon on its becoming known that the Aoto and Kawahigashi Banks had suspended payment, and rushes were made on all the banks in the city. The Shoko Bank fared worst and the Kawahigashi Ginko, which occupies premises adjoining those of the Aoto Bank, was crowded with creditors. It was almost cleaned out of cash by the time the office was closed. The local savings banks suffered more or less; but the branch offices

of the Tokio and Osaka banks escaped. The Kioto Bankers' Union held a meeting on. Sunday and discussed measures to relieve\_to relieve the Aoto Bank which applied for a loan of yen 500,000 to tide over the crisis. After a lengthy discussion it was arranged that the local branch of the Bank of Japan would lend 300,000 yen to the bank on the joint guarantee

of the Union. The Aoto Bank opened its doors with the yen 300,000 borrowed from the Bank of Japan and yen 50,000 which was in their own vaults yesterday morning. As was expected a multitude of depositors applied for withdrawal of their money. Before noon the amounts paid out at the main and branch offices of the bank totalled yen 300,000. The Director decided that it would be impossible to mee any further demands and closed the office shortly after noon. The capital of the concern is yen 500,000, yen 200,000 paid up. The total liabilities are reported to be one million yen or thereabout. Mr. Nishimura Nisaku is the President and Mr. Nakamura Yeisuke Vice-President.

The Directors of the Shoko Bank, who had been aware that the failure of the Kansei Trading Co. was inevitable, were prepared for a rush. The office doors were opened at 7 yesterday morning, by which time a crowd of creditors had assembled demanding payment of their deposits. The bank has a savings department in Higashi Dori where 600,000 yen had been got ready ito meet demands. The total amount paid out yesterday was yen 400,000 at the main office and yen 170,000 or thereabout at the sayings-department. Mr. Tanaka Gentaro is President of the Bank and Mr. Nishimura Nihei, Vice President. The total liability of the main office is yen 2,200,000, according to the latest returns. Mr. Nishimura Nihei is President of the savings department, which has a capital of one million yen and a total liability of yen 200,000 or approximately. Although, as has been mentioned, the Shoko Bank was ready to meet the rush, the calls of depositors yesterday are believed to have been so heavy that the bank is near the end of its resources. The Kioto Bankers' Union will not afford the bank any assistance, as previously reported, and the Directors will have to apply to the Bank of Japan. Some of the Directors of the bank are reported to be very well off and the Bank of Japan will not refuse assistance if guaranteed by these men.

The total amount of advances made by the Kioto Branch of the Bank of Japan was yen 3,501,895 at the end of the last week. This was run up by yen 401,659 yesterday.

The Russo-Chinese Bank is reported to have sent Mr. Ohta to Kioto yesterday to demand payment of a note of the Aoto Bank issued by the Kansei Trading Co. and endorsed by the

The factory of the Kansei Trading Co. at | Urae, Osaka, suspended work on the 4th inst. | colonel of the Twentieth Kansas." He fought | unknown dangers, or they must accept conand Mr. Kato, Manager of the factory, went to Kioto on the 5th to confer with the Directors of the company as the the resumption of operations with the view of completing partially manufactured goods and other work. The annual output of the factory is 9,770 gross of assorted brushes, valued at yen 350,000, and toys valued at yen 2,000 The total number of employes is about 1,000 including the clerks. The busi- is aid to have Chinese blood in him. He was ness was making good progress and the col- cducated in the college of St. Jean Lateran, lapse of the concern is generally regretted. and was afterward sent to the University of The capital of the factory is yen 185,000 and it is reported that a buyer at yen 150,000 may

not be hard to find. Mr. Hamaoka, President of the Kansei Trading Co., and President of the Kioto Railway. Co. resigned the latter office yesterday. Most of the merchants who have been dealing with the Kansei Co. are in difficulties and

of bankruptcy... 🗸 Mr. Kumagawa Tatsutaro, Manager of the Daiichi Ginko, accompanied by Mr. Sakurni, proceeded to Kioto yesterday and filed a petition for bankruptcy against Mr. Hamaoka, Directors in the Kioto Chiho Saibansho. The amount the company is sued for is yen 5 999 - Kobe Herald.

#### THE NAMING OF THE YOUNG PRINCE OF JAPAN.

The naming ceremony of the son of the Crown Prince and Princess took place on the 5th inst. Prince Tokudaiji, Chief of the Lords in Attendance, arrived at the Palace of the Crown Prince at 10 o'clock and was met by H.I.H. the Crown Prince. Prince Tokudaiji, on behalf of the Emperor, delivered a scroll. with the name of the Young Prince written by His Majesty, and a sword. These were presented to the young Prince Nakayama, Chief was named Hirohito, Prince Michi.

in honour of the occasion and the Imperial Princes and Princesses, Ministers of State, foreign policy. Accordingly they permit him to (with the exception of Marquis-Ito who was at Oiso), and a large number of the Peers were present. A salute of for guns was fired in front of the Imperial Palace at 10.30 and the five warships in Shinagawa gave a salute of twentyone guns at the same time. There was a continuous display of fire works through the day and private banquets were given at various | describe as the Bengal of China, a vast region places to celebrate the event.

celebrated in various ways.

A Tokio despatch to the Mainichi states that the Emperor of Germany, the Emperor of Corea and the King of Belgium sent messages to the Japanese Imperial Household on Saturdayein connection with the birth of the young

Viceroy Liu has telegraphed his warm congratulation on the birth of the young Prince, to the Japanese Imperial Household through Mr. Odagiri, Japanese Consul at Shanghai.

#### THE" SIAM FREE PRESS' LIBEL CASE.

The E. P. relieves its feelings thus :---"Go ve forth, Oh, immaculate Bangkok Bobbies"-extra-civilized as ye are-main tain ve'r fair fame and proud name untarnished as ye have hitherto maintained them. ye'r light shine before men that they, seeing ye'r righteousness, may wonder the more and be edified thereat. Carry on the meritorious work in which ye are engaged, with the zeal energy and valour, which becometh th " Knights" of old.

What are poor ignorant natives, who work like horses, compared with ye-Oh, renowned corps of "angels"-guardians of peace, order and concord! Gather up those inferior (t) human beings-the noxious vermin which thrive on filth and the produce of " fish water,"-Crush them beneath ye'r well-shod heels and bandaged "caives."—

Chain them like wild beasts and hurry them on to the shambles—put them in the iron cages, it does not matter if they fast or gasp for food or water, during a day or two. does not matter if you break into and loot their houses. They deserve it. Feed on their sugar-canes and fowls. Rob and plunder their homes. "The "labourer" is worthy of his "They who use the baton must live by the batton." Dare-anyone to call you Robbers and Rowdies" henceforth." It feels better now.

#### ROBBERY AT BANGKOK

On the 1st inst at Bangkok, says the Times, a daring robbery of a large sum of money belonging to the Royal Railway Department. was successfully perpetrated by day in the open street. Mr. A Muller, the accountant of the Locomotive and Workshops service, had been sent by Mr. Galland to the Hongkong and Shanghai Bank to draw the pay of the employes in that section. He received some 6,000 odd ticals-200 odd ticals in silver, and the balance in five and ten tical bank-notes. Mr. Muller carried the big bundle of notes in his own hands, and a coolie by his side carried the silver in a bag. They were just entering the railway compound, from Hua Lampong-road, when a nakleng suddenly rushed past and snatched the bundle of notes from Mr. Muller's hand. The coolie promptly dropped his bag of money at Mr. Muller's feet, and bolted after the thief, who thereupon turned on him with a knife. Then, when the coolie would still have persisted in following, two other naklengs, confederates of the first, appeared and headed him off till the thief had disappeared, when they quickly followed his example. The whole affair was over in a very few minutes. The robbery had evidently been carefully planned; the little gang knew that these men were expected with the money and waited for them.

#### GENERAL FUNSTON AND AGUINALDO

We take the following items in the career of General Funston and Aguinaldo from the New York Herald and Sun, respectively :-In 1887, he (Funston) became city editor of

the Fort Smith Tribune, which was a Democratic paper. Funston, being left in charge at one time, turned it into a Republican sheet, which enraged the people, who threatened to tar and

His next exploit was as conductor on the Santa Fé Railroad, where he had an exciting time with a cowboy, who at the time, being one of his passengers, began shooting holes in the ceiling of the car. Funston kicked the revolver from his hands, threw him from the car, and chased him for quito a distance. In a government scientific expedition, he

Nevada and thence to Southern California. After that he went to Alaska for the Government, collecting botanical specimens, and he won some renown as an Alaskan traveller. Next he appeared as a coffee planter in Central America, and soon after he accepted a | thrown open to unlimited competition. If, on position in the Cuban army, where he served | the other hand, they really desire the annexáunder Garcia. When war with Spain was de- | tion of a great slice of China, or a lonely proclared, Funston offered his services to President McKinley, and was commissioned either consent to a policy of partition with its

married. Six hours after, he was ordered to

Manila. His greatest move thus far has been

his latest-the capture of the will-o-the-wisp Aguinaldo. Aguinaldo, according to the New York Sun, is twenty-nine years old. He was born in the equal forces. village of Imus in the province of Cavite, and

studies. a number of them are said to be on the verge made mayor of Cavite; and became, prominent year 1897 found him fighting against Spain; President of the Kansei Co., and two other Spain of \$400,000 and a promise of more. On with irritation. Not only do our newspapers June 12, 1898, after Dewey's victory, Aguinaldo keep uttering veiled threats of war, but our ship,
proclaimed himself dictator of the Philippines, diplomatists keep trying to win moral victories? The proclaimed himself dictator of the Philippines, diplomatists keep trying to win moral victories? The proclaimed himself dictator of the Philippines, diplomatists keep trying to win moral victories? The process of the management of the managemen and has ever since practised jungle warlare. Lon paper not over Russia. Since ever personal

#### COMMON-SENSE ON THE YANGTZE.

Want of audacity is not precisely the defect

which the world attributes to special corres

pondents, but we could sometimes find it in

our hearts to wish they were a trifle more

audacious. They telegraph home what are virtually leading articles intended to induce the British people to takea particular line, which nevertheless they shrink from recommending, or even defining clearly. All that they say leads up to the necessity of war, yet they are as Tutor to the Crown Prince. The young Prince averse to threaten war as so many Bishops. The Times has, for instance, a most able cor-A banquet was given at the Imperial Palace respondent at Shanghai, a man whose opinon is worth hearing on almost any subject of send home telegrams a column long full of his own opinions as well as of facts, and of them. flashed on the 7th of March, and published on the 11th of March, has created quite a sensation, In it he states, we have no doubt quite accurately, that Great Britain has lost much of her prestige in the Yangtze Valley, which we may roughly power .-- Speciator. of fertile plains and valleys, cloven by rivers Country despatches report that the day was | whose centre and chief is the Yangtze, a river observed as a holiday and the happy event was liker the Plate or the Mississippi than anything we see in Europe. Great Britain was formerly the only European State visible on this river, as she was practically the one irresistible in Shanghai. Now, says the Times correspondent, Shanghai is held by an "international army of occupation," Germany, France, and Japan having each hurried soldiers thither,-A Tokio despatch to the Mainichi states that | to prevent, we believe, a quite imaginary coup on the part of England. Up the river for six hundred miles French, Russian and German ships are everywhere in evidence—as well, we may remark, as British ships-and at Hankow, the key of the river, the future industrial metropolis of China, France, Russia, Germany, and Japan have built altogether two miles of wharves so splendidly equipped that the money must have come from national Treasuries. A railway, moreover, is shortly to traverse China from Politication, and its centre will be charow and the northern section of this raily the in Belgian hands under Franco-Russian afotection. Could anything be more melanching this steady decay of British prestige and influence must, the correspondent thinks, have a most depressing effect on British we are left to guess at the policy which he would fain see adopted. Are we to drive al' these steamers off the Yangtze and seize the German, French and Russian wharves, or to expel the international troops from Shanghai, or to compel China to grant us an undivided protectorate over Yangtze Valley, that is, in fact, to annex in the teeth of all Europe a province inhabited by a hundred and twenty millions of people whose one dominant passion is distrust and dislike of the foreigner? The correspondent would probably repudiate such wild ideas, which we have not the power to carry jout, which even if carried out would crush our already overburdened! armies, and leave us either with a conscription for foreign service, or helplessly dependent upon the loyalty of the fighting races India, and which, finally—we put this last because every Anglo-Chinese doeshave below them no sort of justice whatever. What earthly right have we, who plead Freetrade and equality of commercial rights and the "open door" as the bases of our policy in China, to object to anybody's steamers on the Yangtze? We go to Odessa, Hamburg, and Marseilles, and why on earth should not Russian, or German, or French steamers go to Hankow and unload there by help of their own hulks, with their own cranes, on their own wharves? We also have steamers, we also have wharves, and the Chinese are much maligned if in buying goods they care for the interests of one foreign 'devil more than another, or study anything except comparative quality and cheapness. Even the correspondent who works himself into such excitement over the decaying influence of Great Britain acknowledges that "the individual lenterprise of the British, coupled with the advantages of prior possession, will, no doubt, for a time hold its own even against State-aided competition," and he records with pleasure the fact that the Chinese give us before a nations their "confidence and goodwill," What then is the ultimate use of all this dog-

The plain truth of the matter is that the whole world is sighing for a share in the trade which they believe, perhaps erroneously, will grow up in China. We say "porhapserroneously" because the Chinaman, once at peace, can grow, or extract by mining, or manufacture every single thing he wants just as well as we can, and may even be a formidable competitor in our own markets. The British elector must therefore make up his mind clearly as to what he wants. If it is, as we believe, Free-trade, with a vast, though possibly short-lived, market, he can have it. The British Government, assisted as they would be by America and Japan, can secure if they please absolutely free entry-subject, of course, to the usual duties for revenuethroughout China; or still more easily, the same rights throughout Central and Southern China, leaving the North avowedly to Germany and Russia. The aggressive section of the world is not going to risk a great naval war in next went to Dakota, to Death Valley in order to secure nominal monopolies in which half their statesmen at heart disbelieve. I our people really want trade with China to be put on this basis, want it so energetically, we mean, as to be willing to run a certain amount of risk, China within twelve months will be tectorate in the Yangtze Valley, then they must through the war and, returning to Kansas, was scription-real conscription, we mean-with all its consequences to our freedom and our manners. It would be madness to bid defiance to Russia, Germany, and France all acting together without such an army as would enable us to face them in China with at least

in-the-manger argument except to increase that

amazing nervousness which has come over

British traders, or, at all events, over the journ-

alists who appeal to them, and whose one idea

of "policy" seems to be that of the jealous

auburban housewife who cries, "Assert your-

self, John; launch out, John; or old Green-

stead will say he is a richer man than you

We have no doubt of the answer, for in this country the sensible still bear rule; but if the 5 p.m.-A. L. Co.'s steamer India leaves for answer is given that we want only commerce, then we must limit our effort to the enfranchise-St. Tomas at Manila. In the latter institution, ment of trade, suppress territorial jealousies, it was said that he had the most obtuse mind, which from that point of view are absurd, and among the students. Throughout his college, allow the Continental Powers, subject always career, his family was in poor circumstances, to the great law of the "open door," to settle and it was a struggle to keep the boy at his their quarrels, with Ghina as they list: If Germany thifses for Shantung, but will admit Until 1893, Aguinaldo tilled the soil; then | the English to trade there as in Hamburg, the Philippine League was established, and he | Shantung must be to us as Hamburg is-viz, became one of its members. In 1896, he was outside our political purview. If Russia wants Manchuria, but will leave open Manchuria to. in a rebellion that broke out in that year. The trade, her ambition is not our business. At present we are pursuing the very wofst molicy but on December 27, 1897, he suddenly sur- conceivable, that is, we are not arresting rendered, on consideration of a payment by Russia, and we are driving her rulers half crazy

statesmen. Russia will have Manchuria, we all know that; and as we know it, what is the use of publicly taxing Court Lamsdorff with indifference to truth? We do not know that he is consciously deceiving us, any more than we were consciously deceiving Europe when we said that we should evacuate Egypt; but in any case we want equality of trade in Manchuria and on the Amur, and we are no searer such equality because Count Lamsdorff is shown to be a trickster. His being a trickster will not stop shirtings from being sold in Manchuria when once it is the policy of Russia that they should be sold, and we can compel Russia to consider such sale to be to her interest. What we cannot do is drive Russia by force out of Manchuria, and that is what we are asked to do by all the correspondents, nominally "in the interests of trade," but really out of a vague ealousy lest there should be places in the world where Great Britain is not first. We might be able, for what we know, to conquer the world, if we gave ourselves to it for a century and America did not object, but to conquer the world and grow rich by commerce at one and the same time is beyond human

## NOTANDA

CALENDAR. MAY

Meteorological means based on ten years' observations to 1803. Barometer .....29.867 Thermometer .......76.2 Rainfall ...... 150 TO-DAY.

WEATHER REPORT.

En date at On Jate ut ·Barometer..... 29.92 Temperature ........... 78 Humidity ..... 89 TO-DAY. Thursday, 16th May, 1901. Chinese-28th of 3rd moon of 27th year o Kwang-su. Sun-Rises ..... 5hr. 27min. Sets ..... 6hr. 31min. High water-Morning ...... 6hr. 56min. Afternoon ..... Shr. 4min. Low water-Morning ..... ohr. omin. Afternoon ..... zhr. 43min. ANNIVERSARIES.

1855-H.M.S. Rattler made a successful raid against pirates at Taichow. .1878-A new Volunteer Corps formed in Hong-

1881-The amended Treaty between Russia and China ratified at Peking. 1886-Suakim evacuated.

1896-Accidental explosion of a shell at Wanchai; two persons injured. 1898-Prince Henry has an audience with Chinese Emperor. 1899-Kowloon walled City taken by the Vo-

1899-The town of Wuchow placarded with anti-foreign placards. 1900-Mafeking relieved.

. TO-MORROW.

Friday, 17th May, 1901. Chinese-29th of 3rd moon of 27th year of Kwane-sii. Sun-Rises ..... 5hr. 21min. 

Moon-In Perigee 2hr. a.m. High water-Morning ...... 7hr. 35min. Afternoon ..... 9hr. 7min. Low water-Morning ...... Irhr. 28min.

Afternoon ..... 2hr. 32min. ANNIVERSARIES. 1838—Prince Tallyrand died. 1858-A reward of \$500 offered by Sir John

Bowring for the arrest of the pirate Chu-A-Kwai. 1860-Loss of the French warship Izere off

1879-Arrival of General Grant in Shanghai. 1886-King of Spain-born. 1893-The four-masted ship Somali towed into

Hongkong dismasted. 1897-Battle of Domoko.

1899-Sam Chun taken by the British troops.

#### ACENDA,

8.30 for 9 p.m.-Regular Meeting of the Persevence Lodge at the Freemason's Hall, Zetland Street.

Cargo ex Bengal subject to tent. TO-MORROW Daylight-N. Y. K. steamer 'Awa Martt leaves

for Marseilles, London, etc. Noon-Indo-China Co.'s steamer Loongsang leaves for Manila L. S. N. Co's steamer Melpomene leaves for

Cargo ex Suisang subject to rent.

SATURDAY 18th.

Noon-T. K. K. steamer Hongkong Maru leaves for San Francisco via Shanghai, etc. 2.30 p.m.—Public Auction at Messrs. Hughes and Hough's Sales Rooms.

MONDAY, 20th. 3 p.m.—Public Auction of Crown Land. TUESDAY, 21st.

Noon-N. Y. K. steamer Milke Maru leaves for Japanes ports. 3 p.m.-1. C. S N. steamer Suisang leaves for

Indian Ports. WEDNESDAY, 22nd. Daylight-O.S. K. Co.'s steamer Anding Maru

Noon-Ordinary General Meeting of Messrs. Noon-Public Auction by Messrs. Hughes and Wibmer, R.N.R., M. asrs. Ridgway, Armit, British steamer Sobraon and the pure-Mr. Boyd. portion of her cargo remaining on

Japanese Ports.

leaves for Coast Ports.

In future the Telegraph shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:-... May 13th.

F. Urquhart, chief engineer Thales, goes on

J. Millar, and engineer, Formosa, has been promoted chief engineer, Thales. Ed Potts, -- Kinklang, has resigned his

E. J. Stoddart, chief engineer, Diamante, goes on home leave 15th inst.

W. J. Harrison and engineer, R. C. Lekin, goes on home leave 15th inst. Captain R. D. Thomas has gone in command

of the Nanning, on the Canton-Wuchow run. Mr. A. McColl, 3rd engineer, Tamsui, has been transferred to the Wuchang;

Mr. E. Monkman, 2nd officer, Kweiyang, has been promoted chief officer, same steamer. Mr. A. A. Cox, and engineer, Tamsui, is transferred to the Woosung.

Mr. W. C. Ramsey, from leave, has gone and officer, Tamsui. Mr. T. Thomson, and officer, Kiukiang, is on leave.

#### SHIPPING AND MAIL NEWS.

MAILS DUE. French (Natal) 20th instant.

American (Doric) 24th instant: Canadian (Empress of China) 28th instant American (Peru) 8th prox.

The Canadian Pacific Railway Co.'s R.M.S. Empress of India, arrived at Vancouver at 3.30 a.m., yesterday, the 15th inst.

The M: M. Co.'s steamer Natal with the next outward French Mail, leave Saigon to-morrow, the 17th inst. at 11 a.m. for this port.

The N. Y. K.'s steamer Hiroshima Maru, (Hombay Line) left Kobe via Moji for this port yesterday, the 15th inst., and is expected to arrive here on Wednesday, the 22nd inst.

HONGKONG AND WHAMPOA DOCK RETURNS. U.S.S. Bennington ... at Nanchang..... Hongkong Maru ..... Haiching ..... Union ..... Kiang Tung..... Hanoi ..... Fei Hco..... Glengyle ..... Meade ..... Newark 1..... Saturn ..... Burnside ..... Compania de Filipina Hangchow ..... Colonies ..... Cosmopolitan Pettiana ..... Bergenhus.....

#### PASSED THE CANAL.

Outward-23rd April-Annam, Benmohr. 26th April-Wakasa Maru, Coulsdon: 30th April-Prometheus; Strassburg, Auchenarden, Dragoman, Heathburn, 3rd May-Ernest Simons, Glenlochy, Java, Maria Valerie, Lnisand, Maria, Lindenesall, Redeross. 8th May-Ching Wo, Albenga, Suchsen. 10th May-Coxet, Osborne. 14th May-Benlawers, Glaucus; Malaya, Hudson, Sydney, Sambia.

Homeward-3rd May-Stentor, 8th May-Tamba Maru, Freiburg. 10th May-Bombay. 14th May-Sibiria, Ness. Arrivals at Home-4th May-Juleopolis,

Moravia, Pathan. 9th May-Ernest Simons. 11th May-Folmina. 15th May-Stuttgart, Tamba Maru, Eidsvold.

## 

PORT ARTHUR, Dutch dredger, 255, Karst, 16th May,-Rotterdam 23rd Mar., Ballast. -Dodwell & Co., Ld.

SABINE RICKMERS, British steamer, 690, Nasbett, 16th May, Swatow 14th May, Ballast.-Arnhold, Karberg & Co. CHING PING, German steamer, 1,049, S. Newman, 16th May,--Canton 15th May, Gene-

ral. C. E. & M. Co. TAICHIOW, German steamer, 850, W. Reher, 16th May,-Bangkok 6th May, Rice and

Wood.—Butterfield & Swire. CHINA, American steamer, 3,187, W. B. Seabury, 16th May,-San Francisco 17th April, and Shanghai 14th May, Mails and General.-P. M. S. S. Co.

Clearances at the Harbour Office. Part Arthur, Dutch dredger, for Port Arthur. Sarnia, German str., for Moji. Pak Kong, British str., for Canton. Ariake Maru, Japanese str., for Karatzu. Wo Kwai, British steam-launch, for Wuchow. Awa Maru, Japanese str., for Singapore.

Knight Companien, British str., for Moji.

Loksang, British str., for Hongay.

May: 15, Umta, British transport, for Taku. May 16, Benlarig, British str., for Swatow. May 16, Charterhouse, British str., for Amoy. May 16, Lycemoon, German str., for Shanghai, May 16, Canton, British str., for Singapore. May 16, Ariake Maru, Jap. str., for Karatzu. May 16, Pyrrhus, British str., for Singapore. May 16, Carlisle City, British str., for San

Passenger-Arrived.

Per Taichiow, from Bangkok-12 Chinese. Per China, from San Francisco, &c .-- Mr. and Mrs. W. A. Rublee, maid and child, Dr. R. M. Bigler, Mrs. N. T. Biddle, Mr. and Mrs. T. V. Halsey, Miss R. George, Rev., S. S. Myrick, Mr. H. D. Terrill, Miss A. H. Jones, Messrs. R. Beebe, Choy Chee Tong, Mr. and Mrs. A. R. Manice, Messrs. Jas. McWilliams, Sam Steele, T. H. Whitehead, Mrs. Knight Messrs. F. W. Brooks, J. N. Boyd, Mahomed Cassum, Wm. Harris, O. A. Madar, H. E. Waite, Dr. Weber and servant, Mr. R. E. Kelly, Mrs. W. J. Fowler, Lt. Wm. N. Wright, Mr. C. Anglionby, Mrs. J. Lesser, Mr. and Mrs. N. M. Smith, and 166 Chinese.

Per Canton, for London from Shanghai-Mr. and Mrs. J. Peel Neilson and infant, Mrs. A. S. Watson & Co., at the Dispensary. | Garey, and Mr. Rea. | Erom Hongkong-Capt. Hough, at their Sales Rooms of the Bain, Daldy, Sharp and Hewitt. For Singa-

STEAMERS EXPECTED

Names.	From.	Due,
Miike Maru	Cinni 2	
Melponiene	Singapore Singapore	To-morrow To-morrow
Numberg	. Singapore	To-morrow
Acmiles	Singapore	May 18th
Bengloe	Saigon	May 20th May 20th
India	. Singapore	May 21st
Pekin Kasuga Maru	Singapore	May 21st
LJUHE.	110000	
- Linpress of Gains	IVanconver	Mania alia
Peru	Dan't funcisco.	June Sik

#### (THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION SAILING DATES.

STEAMERS.	DESTINATIONS.	
Awa Maru N. Trent	MARSEILLES, LONDON & ANT- WERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	
Milke Maru M. Yagi	· MOIL KOBE and YOKOHAMA	TUESDAY, 21st May, at Noon.
WAKASA MARU	· { KOBE and YOKOHAMA	FRIDAY, 24th May, at Daylight.
ROSETTA MARU	NAGASAKI, KODE and TOKO	‱ 5 Noon,
N. Tate	BOMBAY, VIA SINGAPORE and	FRIDAY, 24th May, at Noon.
S. Yoshizawa	SYDNEY and MELBOURNE, VIA	Creerist's mited many
	TOWNSVILLE and BRISBANE MARSEILLES, LONDON & ANT-	} _ 4 P.M.
INABA MARU	·· } WERP, via Singapore, Penang,	FRIDAY, 31st May, at Daylight.

\*Through Passenger Tickets and Bills of Lading issued for the Principal Cities in th United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

COLOMBO and PORT SAID ......

For further Information, as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,

Hongkong, 15th May, 1901.

W. Bainbridge .....

## COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

	<del></del>
	FROM HONGKONG.
HONGKONG MARU (via Shanghai, Naga- saki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 18th May, at Daylight.
Nippon Maru (via Shanghai, Nagasaki, Kobe, Inland Sea,	Tuesday, 11th June, at Noon.

Yokohama & Hono AMERICA MARU (via Shanghai, Nagasaki, Thursday, 4th July, Kobe, Inland Sea,

Yokohama & Hono-

THE Twin Screw Steamship

#### "HONGKONG MARU," will be despatched for SAN FRANCISCO, VIA-

SHANGHAI, NAGASAKI, KOBE, INLAND and to EUROPE. SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 18th instant, at Daylight, Excellent accommodation. First-class Table. taking Freight, and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at HONO-LULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic attached to trans-continental trains day and lines of steamers, and to the principal cities of night; TACOMA to NEW YORK in 41 days. the United States or Canada. Rates may be Magnificent Scenery of the ROCKY and obtained on application.

Passengers holding through ORDERS TO NATIONAL PARK route. EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, FIELDS. Frequent Sailings from VICTORIA, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate,

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the ment Services. SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, Freight, apply to and other direct connecting Railways and from Chicago to destination the choice of direct

Particulars of the various cutes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families! Through Bills of Lading issued for trans-

portation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers. rreight will be received on board until 4

P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be STRAITS, CEYLON, AUSTRALIA, INDIA, marked to address in full; value of same is required

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Scaled Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent. Handrond 15th May 1001

PORTLAND AND ASIATIC STEAMSHIL COMPANY.

Agents for and in connection with THE OREGAN RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELLI,", "INDRAPURA," "KNIGHT COMPANION,"

'- between HONGKONG and PORTLAND (OR.,) Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA

THE Steamship

"KNIGHT COMPANION," will be despatched for PORTLAND (OR.)

TO MORROW, the 17th instant. Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Points. For through Rates of Freight and further Information communicate with or apply to ALLAN CAMERON,

# NORTHERN PACIFIC STEAMSHIP

PROPOSED SAILINGS FROM HONGKONG.

SHANGHAI, INLAND SEA OF . JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH,

1	NORTHERN	AY 00.		
.	Steamers.	Tons.	Captains.	Proposed Sailings.
ĺ	Tacoma Victoria Bracmar Glenogle	3,502	J. Panton W. Watt	May 28 June 7

THE attention of Passengers is directed tothe very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES

HONGKONG TO LONDON £52. DOCTOR and STAWARDESS carried. Passengers to EUROPE may proceed by one

HONGKONG TO NEW YORK £48. The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is CASCADE MOUNTAINS. The YELLOWSTONE

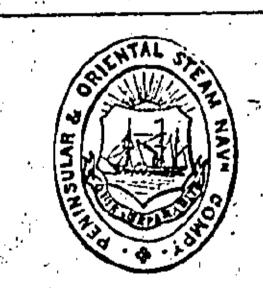
of the first class ATLANTIC MAIL LINES.

HONGKONG TO VICTORIA,

TACOMA Ess. The best route to the KLONDYKE GOLD TACOMA to DYEA and ST. MICHAEL. Rates of Passage to other Points on applica-

Special rates allowed to members of Govern-For further Information as to Passage or

DODWELL & Co., LIMITED, General Agents. Hongkong, 6th May, 1001.



#### THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

Captain S. Barcham, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 25th instant, at Noon, taking Passengers and Cargo for the above Ports. 🗸 Silk and Valuables, all Cargo for France,

be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed vid Bombay with Transhipment. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and

and Tea for London (under arrangement) will

Value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's

Bills of Lading. For further Particulars, apply to H. A. RITCHIE, -Superintendent.

Hongkong, 11th May, 2001.

NOTIOE

TOT RESPONSIBLE FOR DEBTS. Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any

DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour SEA WITCH American ship. Howes,-Master. Mails.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND BOUTH AMERICA AND EUROPE;

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

	PROPOSED SAILINGS	FROM HONGKONG
"CHINA"		SATURDAY, 25th May, at Noon.
"DORTO!		SATURDAY, 1st June, at Noon.
"PERIL"		TUESDAY, 18th June, at Noon.
" COPTIC!"		THUESDAY, 27th June, at Noon.
OF WATER	PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"		TUESDAY, 23rd July, at Noon.
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THE P. M. Company's Steamship "CHINA," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KODE, YOKUHAMA and HONO-LULU, on SATURDAY, the 25th instant, at Noon, taking Freight for Japan, the United States,

and Europe. Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAIL-WAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, tal option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionanes Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan. Return Passage.-Passengers who do not hold round-trip tickets but who have paid ful

first-class fare from ports of call in the Orient to the United States, Canada or Europe, and reembark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation. Passengers who do not hold round trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at

such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Franscisco, to Atlantic and Inland Cities of the United States, via Overland Railway,

to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers. Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages

will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required. Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold. For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent. Hongkong, 7th May, 1901.

### CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



PUNCTUALITY. SPEED.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships-6,000 Tons-10,000 Horse Power-Speed 19 Knots. PROPOSED SAILINGS FROM HONGKONG. EMPRESS OF CHINA ... Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 5th June.

EMPRESS OF INDIA ... Comdr. O. P. Marshail, R.N.R... WEDNESDAY, - 26th June. EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R......WEDNESDAY, 17th July.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE! Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled. For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, · Pedder's Street. [3] Hongkong, 15th May, 1901.

#### HAMBURG-AMERIKA NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

	DESTINATIONS.	AILING DATES.	
STEAMERS. SUEVIA	HAVRE and HAMBURG. (Calling at SINGAPORE).	24th May.	
CONCORDER TO THE TANK		aist May.	Freig
	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	toth June.	Freig

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE,

## Shipping—Steamers.

### NAVIGATION COMPANY, LIMITED.

TO SAIL. STEÄMERS. FOR WOOSUNG" ..... AMOY and SHANGHAI..... SUNGKIANG "" ... 21st instant. CHANGSHA " ... foth June. MANILA PORT DARWIN, THURSDAY ISLAND, OHANGSHA !" ... toth June. COOKTOWN, TOWNSVILLE, BRIS- BANE, SYDNEY and MELBOURNE...

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is

For Freight or Passage, apply to

Hongkong, 14th May, 1901.;

LONDON....

BUTTERFIELD & SWIRE.

OCEAN STEAMSHIP COMPANY. OUTWARDS.

ALCINOUS" ......14th June. HOMEWARDS

STEAMERS.

CALCHAS" ..... 28th May.

"DARDANUS"..... 11th June.

MACHAON' ......25th June.

"PROMETHEUS" ..... 9th July. For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong; 15th May, 1901. AUSTRIAN LLOYD'S STEAM NAVIGA-TION COMPANY. STEAM TO SHANGHAL

THE Company's Steamship "MELPOMENE," Captain Matcovich, will leave for the above place, Captain Weigall, will be despatched as above TO-MORROW, the 17th instant, P.M.

For Freight or Passage, apply to SANDER, WIELER & Co., Hongkong, 13th May, 1901. THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY THE Company's Steamship "MAIDZURU MARU," Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 19th instant,

at Daylight. For Freight or Passage, apply to THE MITSUL BUSSAN KAISHA, Agents. Hongkong, 13th May, 1001.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FOR SINGAPORE, PENANG AND CALCUTTA. THE Company's Steamship

"SUISANG." Captain Tadd, will be despatched as above on TUESDAY, the 21st instant, at 3 P.M. For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers. Hongkong, 15th May, 1901. THE OSAKA SHOSEN KAISHA,

LIMITED. FOR FOOCHOW VIA SWATOW AND THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 22nd instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 8th May, 1901. AUSTRIAN LLOYD'S STEAM NAVIGA-TION COMPANY. STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship Captain Ghezzo, will leave for the above places, on WEDNESDAY, the 22nd instant, at 5 P.M.

For Freight, apply to SANDER, WIELER & Co., Hongkong, 15th May, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO. PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO AND SAN FRANCISCO, -VIA SHANGHAL INLAND SEA OF JAPAN AND HONOLULU. Taking Cargo and Passengers to JAPAN PORTS, 66 TX 700DLANDS WEST," No. 9, SEYand Honolulu, The United States, &c. Belgian King .. | 3,379 | about | June 10

THE Steamship

"BELGIAN KING," will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKO-HAMA and HONOLULU, on or about

the 10th June. Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages

will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required. Consular Invoices, to accompany cargo destined to Points beyond Sans Diego, should be HOL sent to the Company's Office, addressed to the Apply to

Collector of Customs, San Diego. For further Information as to Freight or Passage, apply to BUTTERFIELD & SWIRE

Agents. Hongkong, China and Japan. Hangkong 15th May, 1901

SHEWAN, TOMES & CO.'S "NEW YORK" LINE. FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"ARARA," will be despatched for the above Port, on of about the 1st August. For Freight, apply to SHEWAN, TOMES & Co.,

TO SAIL.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FOR MANILA.

THE Company's Steamship " LOONGSANG," TO-MORROW, the 17th instant, at Noon. This Steamer has Superior Accommodation for First class Passengers, is fitted throughout

with Electric Light and carries a Doctor. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 16th May, 1901.

#### REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL. PROPOSED SAILINGS FROM HONGKONG. "AFRIDI" .....24th May HILLGLEN" .....14th June. LOWTHER CASTLE".....30th June. 

DODWELL & Co., LIMITED, Hongkong, 6th May, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO. THE Company's Steamship "AKASHI MARU," [5210 | Captain K. Sudzuki, will be despatched as above on WEDNESDAY, the 29th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents. Hongkong, 15th May, 1901. EASTERN AND AUSTRALIAN STEAM-

SHIP COMPANY, LIMITED. FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN & QUEENS-LAND PORTS, and taking through Cargo to Adelaide, New Zealand, ..

THE Steamship

"EASTERN." Captain Ellis, will be despatched as above on THURSDAY, the 30th instant, at 5 P.M. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provi-

TASMANIA, &C)

sions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric-light. A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGA-TION COMPANY and vice versa. For Freight or Passage, apply to

Hongkong, 14th May, 1001

To be Aet. TO LET.

GIBB, LIVINGSTON & Co.,

C/o This Uffice. Hongkong, 13th March, 1901.

TO LET. NOS. 2 and 5, RICHMOND TERRACE, Immediate Possession.

LAU CHU PAK, Care of A. S. Watson & Co., Ltd. Hongkong, 1st April, 1901.

TO LET. HOUSE in RIPON TERRACE.

MOUR ROAD.

HOUSES at LEIGHTON HILL. THE HONGKONG LAND INVEST-

MENT & ACENCY CO. LD. Hongkong, 1st May, foot , TO LET. . ODOWN in DUDDELL STREET from 1st

THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD.

Hongkong, 1st May, 1001. TO LET. POSSESSION APRIL, 1ST.

STEWART TERRACE.

J. W. NOBLE.

#### NEW YORK SKY-SCRAPERS.

The transformation, in a few years, of the flat, low-lying city that Now York used to be, into the castellated town it now appears is considered a remarkable evolution. The Scientific American calls the view "one of the most marvelous spectacles in the world." Chicago began the building of "skyscrapers," but New York has far outstripped the Western metropolis, and now leads the cities of the world in the number and height of its tall buildings, although some of them are more notable for height than for beauty. Says The Scientific American:-

"Architecture of the composite steel-andmasonry type has helped to solve the most difficult problem with which New York City is confronted. The shape of the island is such that a business centre such as that represented in our engravines has no possibility of enlarging its borders, being shut in by the broad waters of the Hudson and East rivers. If room was to be found for the rapidly multiplying financial interests which gravitate to the district lying between City Hall Park and the Battery, it could only be secured in a vertical direction by building story upon story and utilizing that free space to whose occupation there was no limit except such as might be imposed by conditions of a structural and operative kind. The limit to the height these buildings has been determined indeed far more by the conditions of their operation than by any difficulties of a structural kind; since it would be perfectly practical to construct office buildings 500 or 600 feet in height, if there were any advantage in so doing. was found, however, that the space occupied by elevators became so great, when a building exceeded a certain number of stories in height, as to reduce very seriously the available office Roor space, and by common consent it seems now to be agreed that the limit of economic height lies somewhere between sixteen and twenty stolies."

#### THE GERMAN EMPEROR.

We wonder if the deep reverence for the Royal authority which used to mark the Prussian has, as the King seems to imagine, really declined. It was believed throughout Europe until he spoke that it had not, that all Germans recognised in their Emperor a man of genius, admired his intense vitality, and were hopeful that his projects would in the end make them citizens of a richer land. Foreigners thought that, in Germany there was one popular man, and he occupied the tilrone. is the Emperor himself who doubts it, however, and there are some sig s to be quoted in favour of his opinion. There-can be no doubt that the suffering of the landlord class, which has been almost as great in many districts as the same suffering in the same class in some English counties, has made the ancient supports of the throne impatient and initable, especially in considering a "world-policy," which, as they clearly see, if it benefits anybody, will benefit commercial men and not themselves. The peasantry, though their interests, are not quite identical, share the landlords' prejudices, as is evident from the number of Agrarians returned by them to the Reichstag. On the other hand, the mercantile and manufacturing classes, with the workers who depend on them, and who ought to be the counterpoise of the Agrarians, are cruelly disappointed. They were all to be enriched by "industry and speculation" and "world-wide commerce protected by a splendid fleet," and prices are going down, down, till great banks have been endangered, all shareholders in industrial undertakings feel poorer, and wages are kept down forcibly to their existing, point, which is far from a high one. Private expenditure diminishes in Germany work diminishes, profits diminish, and the while the Government demands more ships, taxation goes up always, and Count von Bulow pledges himself that there shall be higher duties on food. There is a general sense of malaise, which embodied itself in Prince Bismarck's (Count Herbert von Bismarck's) cry for the "return of our millions as well as our legions," and which, no doubt, strengthens the hands of German Socialists, as well as those "Liberals whose complaint is not of this or that project, but of the inferior position of the people. in the national life, of prosecution for lescmajeste, and of the partial extinction of freedom in teaching, whether from the professor's desk or through the Press .- The Speciator.

#### RUSSIA AND SCANDINAVIA.

Writing in the London Anglo-Russian, a paper which claims to be "the voice of Russian public opinion condemned to silence in that country itself," M. Löunbeck quotes Dr. Anton Nyström, the Swedish politician, who says :--"It is known that Peter the Great exerted himself to gain access to the Baltic in order that Russia might become a European state and cease to be an Oriental one. The Baltic, however, was, at the commencement of his reign a Swedish inland sea, and so, to get his desired 'window toward the west,' Peter must needs somewhere make a break in the Swedish possessions. He succeeded, owing to the foolhardiness of Charles XII., laid the foundations of his new capital at the outlet of the Neva, and erected for its protection the fortress of Cronstadt. By and by, during his reign, the Swedish provinces of Livonia, Esthonia, and Ingermanland, with a portion of Finland, were brought under his sway, and thus a large part of the Baltic shores became Russian. But here Russia has been compelled to stop short, and all her efforts to acquire in the south the fervently desired 'window' toward the Mediterranean-Constantinoplehave been in vain. To be sure, Russia has an outlet from Archangel through the White Sea, and from Port Catherine in the farthest north to the Polar Sea and the Atlantic; but these ports are either not navigable during the longwinter months, or, as in the case of the latter one, almost totally cut off from communication overland. The immense empire has thus, for all practical purposes, only one marine outlet to the west-through the Baltic-and this too would probably be closed to her in case of war. In fact, the position of Russia is be- Heaney, Mrs. coming critical in this quarter, so long as Hawler, W. L. her, policy sime at conquests. The near- Hakata, C. est peril for her in Europe is evidently the Hykes, C. W. enormous, increase of the German navy, which last year numbered 96 war-ships, including 19 large, tronclads, in addition to 140 torpedovessels. The German fleet, already formidable, Johnson, C. E. is growing more powerful every year since the Reichstag, in June last, voted the necessary Joasiano, S. money for doubling the war squadron in seven years. The estimates for this increase amounted last year to 168,000,000 marks; in 1907 they will be 266,000,000.

"The German navy has for some years al- Kinn, C. He ready been numerically stronger than the Kelper, G. Russian in the Baltic; besides, it is in a far. superior condition. That, it would be able in Karmantz, S. case of war to prevent the Russian fleet from leaving the Baltic is a fear which for some time back has haunted Russian politicians, And Kuhn, F. more leenly than ever do they feel the want of an ice-free naval port outside the Baltic waters. | Kierulff, P. But where is such a port to be found?

"There can be no doubt that for a long time Knapp, Jr., W. past the splendid Ofoton Fford (lat. 68° N., Kobruson, C. J. long, 16° E.) in Norway has been the dearly Leslie, M. K. coveted place Liberge, C.

"An old Swedish politician, late member of Leon, C de the First Chamber, told me, in support of this, that, during a conversation with a Russian minister in Stockholm he was told by the latter that the Russian general staff actually had prepared a plan of invasion of northern Norway from Sweden. When Archangelsk has been fortified, he frankly admitted, and some other strategic preparations carried out, the time would perhaps have come for action, and Sweden be confronted by the outlook of having its northern frontier removed down to the river

"The unprovoked coercion of Finland proves unquestionably that the Russian Government hopes, by goading the Finns into acts of disloyalty, to gain a pretext for flooding the country with troops. And what will happen when some border dispute with Sweden and Norway, or some other cause for interference, has been arranged—and Russia is an old hand at this sort of game—is easily conceived."

#### UNCLAIMED LETTERS AT THE POST OFFICE

Letters for the following persons lie unclaimed at the Post Office:-Lyall, R. Laglaize, L. Auger, Bisbop Van Liesa, Miss Armistead, Miss A. I. Loher, A. Anderson, R. A. J. Lawson, J. F. . Abrahams, Mrs. Larkin, A. Awjmin, Miss Martin, Miss E. G. O. Brokenshire, F. Martin, T. Minchin, D. J. Beal, Gunner J. Molty, M. Brown, J. Boyd, R. P. Moothouse, J. Beylis, M. McIntosh, J. Bannerman, Moore, Bishop Burson, Chás. Merry, Mrs. D. Menasché, L. Bent, G. Moore, J. W. Bergerowski, C. Murphy, Mrs. F. Bernedo, J. G. G. Moore, H. Bird: W. B. M. Marcus, T. R. McGregor, A. Bohm, O. Mills, W. Buhning, N. Maxwell, Lieut, D. H. Bastchersky, M. de Myer, J. D. Barton, Miss A. C. Barton, A. L. L. Mauseen, J. F. Buissinné, W. T. Murphy, Mrs. A. McWilliams, J. Benhan Burroughs, Miss Nash, F. Cohen, A. S. Mato, F. Nicol, J. A. Neilson, E.

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Darlington, H

Dautkewich, P.

Dunbar, T. E.

Dewey, W. R.

Dipple, Mrs.

Deas, W. P.

Etzel, L. L.

Elkins, S. B.

Evans, A. M. A.

Freeling, Lady

Frieburg, S. S.

Easgen, P. M.

Fobris, G.

Goelz, F:

Grant, W.

Garis, H. L.

Gyr.·H. W.

Goodwin, L.

Georgeson, J.

Guttierez, L.

Gomes, J.

Glendinning, R.

Fernandez, V. D.

Drewes, Capt. H. Rippin, J. 🤄 Dannenberg, Miss E., Rehemoobhoy, H. Rivingston, C. F. Rose, R. Ramos, A. Rowand, A. G. Read, Miss M. B. Rushy, C. B. Roberts Rennie, F. Riegen, Capt. A., Read, Miss Reid, Capt. T.

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Samborn, F. G. Freeman, Miss V. W. Sheppard, P. A. Stewart, J. E. Sheller, W. Sylvester, F. W. Greenwood, Miss E. B. Scaulan, I Solomon, Major L. L. Shannon, Miss Schlichting, Mrs. Smith, W. A. Sanid, J. Stewart, Messrs. J. & G. Silverthorne, A. Sanderson, A. O. D. Sicon, E.

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Kneuzle and Streiff

Kukman, G. W.

Weedon, G.

Welch, J.

Will, W. N.

Wake, G. E.

Winekler, A.

Wheeler, L

Whuinerah, T. C.

Weber, Dr. E.

London, H. J.

Woods & Co. Wennberg, O. Werton, S. II. Young, W. R. Yerex, I. A.

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hamed Abdul Blank, Miss A., Arrandale, Southport (1) Kahn, R. Lyons & Co., J. Returned. Mohamed Akbar Buta Singh: Montero, F. M. Bova and Co., Supt. Massey-Lee, J. H McKay, Charles Burkeh. Alli Khan, Morris, Capt. R., R.A. Mondha Singh Bergmann, B. & R. Mohamed Shah Brimble, Capt. A. Mohamed Deen, I.P.C. Murad Khan LP.C. 529 Mayson, William

Brough, R. Bortolo, B. **Bobal Singh** Brough, Mrs. R. MacVeagh, E. Clarkson, G. Chunda Singh, I.P.C. Marle, Hugo Munga Khan LP.C. Clarke, J. McNab, J. Crane, E. H. Nogueira, M. Nawab Khan, I.P.C.637 Darnelli, Miss F. Delhi, N. M. Khan' N. C. III. Dean Singh, I.P.C. Ota (Manila), to Omuh, 5, Praya East, Wan-

chai, Hongkong. Fox, F. Ohaten, Madame Fatmalee (Bombay): Felicie, Blaz-Prizis, E. Pederson, C. Fosuisane, A. Ferreira, F. X. P. Preston, B. Frampton, Mrs. Falris, G. (Singapore). Ram Dhor Singh Ryan, A. Gahor Khan Gewanal Singh, I.P.C. Ramlall Roselet, J. 🗋 Garcia, R. Ross, C. H. Gulab Khan, I.P.C. Roberts, Ja Rustonjee, S.

Rublec, Hon. Wm. A. Gunda Singh Sultan, Mahomed Gleick, M. Hand, J. (Manila), To Shores, D. M. Constancio Hand, Smith, Harry Vic. Eng. School, Said Mohamed Schlichting, Mrs. (1 pcl Hongkong. Shi Pui Ting, (Cosnio-Harwood, Thomas Hasham Alli, I.P.C. Staden, I. T. Simons & Co., J. R. Hilton, St. John.

Hazar Khan, I.P.C.616 Sammel & Co. Hesa, Miss O. Hodge, Ed. G., Port- Strickey, J. E. land (Maine), Re- Tchervinsky Hakan Singh, LP.C. Hall, J. L. Harrison, R. Hall, Capt. F. Huashi, S.

Haynes, J Jawalla Singh, I.P.C. Johnson, C. E.

Yersin, E. List of Registered Covers for Merchant

politan Dock).

Sückermann, G.

- Takenonchi, Miss

Veasery, Mrs. L.

West, Mrs. M.

Yonsen, Mrs.

Uttu Singh, L.P.C. 774

Vemura, G., Hongkong,

to Kawamoto, (Mani-

Van-Ness, Miss E. C. (2)

Ultain Singh

" Belgian King "Abernethey. China......Mr. Cooper. Deucalion ...... M. J. Garbutt. ,, Emma Luyken... Capt. Wallis, ... Hailan .....A. Anderson. Idomeneus ......T. Connollys. Manuel Laguna, E. Nielson. ... Monmouthshire .. Capt. J. Kennedy. ... Monmouthshire ... W. Cropley. " President ......R. B. Munro. Radley ......John Mann.

U.S.H.S Relief ......Chas. McFeely. Relief ......J. H. McNeil. Relief .......J. H. Miller. Relief .......P. Schneider.

S.S. Saint Jerome .... Capt. A. Jones, U.S.S. Saturn .......H. Mines. S.S. Shantung ......miles, " Urlana ........... Capt. Wilson,

List of unclaimed Telegrams lying in the Joint Telegraph Companies Offices at Hongkong.

Siongshoochan.

Strantzen.

Teiching.

Thangtai.

Toksham.

Turgens.

Yccon.

Watanabe.

Tychongspon,

Wingyloong,

0208 (Swee Kee Chan).

Sunsanyuen,

Steamer Wineland.

Birdlime. Chingtai. Cheong Seng Loong. Deilagruz. Fromeurire. Gec (Major) Honjoo. Kamcheong. Konguplong. Kongyuchong. Kwongsingloong, Laihopyuen. Lapraik,

Lichuenshang. Matthew, Joseph. Mrs. Marshall (Sobra-Powlee. Quanoniong.

0651,4637 (Nam Hing). 5940, (Kwong Yu Yun) 0651, 3031, (Nam Wan). 0208, (Swee Keecham). Quanonsung. 5502, 7127 (Manloong).

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BILIOUS AND NERVOUS DISORDERS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS ANNUAL SALE SIX MILLION BOXES.

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Hongkong-30th April, 1906,

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NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above-Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co. Hongkong, 28th May, 1891.

#### untimations.

NOTICE.

ENDERS are hereby called for the ERECTION of BRICK SHOPS at JESSELTON for the NORTH BORNEO GOVERN-MENT, Particulars of which may be seen at the Office of

Messrs. GIBB, LIVINGSTON & CO., Agents. Hongkong, 13th February, 1901.

THE BRITISH NORTH BORNEO CO. A PPLICATIONS are invited for the POSITION of SUPERINTENDENT of PUBLIC WORKS and GOVERNMENT SURVEYOR. Applications and Copies of Testimonials to be sent to the undersigned, from whom terms may be learnt. Appointment to be taken up as soon as possible. GIBB, LIVINGSTON & CO.,

Hongkong, 26th January, 1901.

#### WANTED.

E NGLISH MINING ENGINEER and MANAGER, First Class Testimonials. MANAGER, First Class Testimonials. Wide Experience, is shortly terminating present engagement in MALAY, PENINSULA and wishes for Employment as above in JAPAN, CHINA of COREA. Address:-

"CYANDIE," C/o Straits Times, Singapore. 30th April, 1901.

WANTED... COMPETENT SHORTHAND RE-Apply, stating Qualifications and Salary required; to

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#### INSTRUMENTS. STRINGS.

IVI U S Grand stock, reduced to clear.

Hongkong, 13th March, 1901.

NAITSUL BUSSAN KAISHA. No. 6. Ice House Street. Praya Central.

Head Office:-TOK10. Brunch Offices :-LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN,

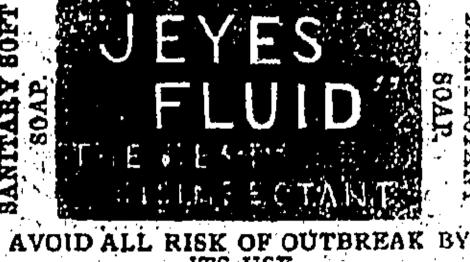
NEWCHWANG and all Ports in JAPAN. A renctes :---Milki Coal Mines.

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Onoda Cement Company. MITSUI BUSSAN KAISHA Manager. Hongkong (1th, December, 1809,

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.



ITS USE. W. G. HUMPHREYS & Co., Bank Buildings Hangkong, oth March, 1807.

Untimations.

BLACKHEAD & CO. SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MER-CHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION.

AGENTS, PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR T TARTMANN'S RAHTJEN'S GENUIN COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES

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FERGUSON'S SPECIAL CREAM P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c. EVERY KIND OF

ALWAYS...IN.. STOCK REASONABLE PRICES.

Hongkong, 14th May, 1806.

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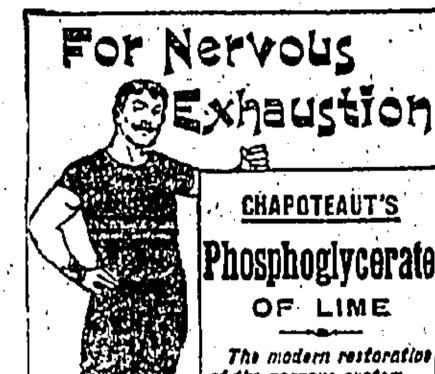
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DIAMOND MERCHANTS, JEWEL-EASTMAN'S

KODAKS and FILMS. Sole Agents for CLEMENT'S WHEELS \*Sole Agents for "OMEGA" WATCHES "OMEGA" is the BEST. 40, QUEENS ROAD, Watson's Building.



of the nervous system. For hrainworkers, professionol men, teachers, atudents, te, and in debility, seminal losses, dyspensis of nervous origin and macomnia. It is readily assimilated and

rometes digestion.

PHOSPHOBLYCERATE SYRUP (CHAPOTEAUT) PHOSPHOOLYCERATE WINE

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NOTICE OF REMOVAL BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUILAR

 H. RUTTONJEE, 5, D'Aguilar Street.

Hongkong, 27th April, 1000. JUST OPENED.

FINE Consignent of FRENCH PRE A SERVES of a well known make. Quality will speak for itself. H. RUTTONJEE, 5. D'Aguilar Street and

' 22 & 23, Elgin Road, Kowloon. Hongkong, 16th April, 1901. MEE CHEUNG.

PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

TS now in a position, in his New and Com-1 modious Premises, to eclipse, as heretofore ALL PHOTOGRAPHIC ART PRACTICE! in the Colony or in any part of the Far East. GROUPS AND VIEWS a speciality. Hearkong, 22nd September, 1898.

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SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST.

No. 4. Queen's Road Contral. Hangkong, 3rd January, 1901

DENTISTRY. MERICAN SYSTEM, WONG HO-MI,

TERMS MODERATE. CONSULTATION FREE. 50, QUEEN'S ROAD CENTRAL. Hongkong, and January, 1901.

TING SURGEON DENTIST, No. 14. D'AGUILAR STREET, TERMS VERY MODERATE, Consultation free. Hongkong, 27th Saptember, 1808,

BY, HAND.

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#### Consignees.

PACIFIC STEAMSHIP

COMPANY. NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA," FROM TACOMA, VICTORIA, YOKO-THAMA, KOBE AND MOJI.

The above Steamerhaving arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk and expense. DODWELL & Co., LIMITED,

Horigkong, toth May, 1901.

NOTICE TO CONSIGNEES. THE P. & O. S. Nr. Co.'s Steamship

"BENGAL," : FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkorig and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed. This vessel brings on Cargo :--

From London, &c., ex S.S. China and Peninsular.

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers. Optional Goods will be landed here unless instructions are given to the contrary before II A.M., TO-DAY.

Goods not cleared by the 16th instant, at 4 P.M. will be subject to rent. No Fire Insurance will be effected by me in any case whatever. All damaged Packages must be left in the

Godowns and a certificate of the damage obtained from the Godown Company within ten. days after the Vessel's arrival here, after which no Claims will be recognized. H. A. RITCHIE,

Superintendent Hongkeng, 10th May, 1901. HAMBURG-AMERIKA LINIE.

NORDDEUTS'CHER LLOYD. OSTASIATISCHER. FRACHTDAMFFRE DIENST.

ONSIGNEES of the following Goods. shipped per S.S. "WITTENBERG," to "ORDER" at Hongkong: 15449/50 2 cases Calcium Carbide.

15501/2 2 Saltpetre Acid.

Sulphuric Acid. Turpentine Oil. and now lying in a lighter off Stone Cutter's

Island, are hereby requested to send in their Bills of Lading for countersignature and take immediate delivery of the Cargo. HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 13th May, 1901.

NIORTHERN PACIFIC STEAMSHIP COMPANY,

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA," FROM TACOMA, VICTORIA, YOKO. HAMA, KOBE, MOJI AND SHANGHAL

The above Steamer having arrived. Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED, Hongkong, 14th May, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE. THE Company's Steamship

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 17th instant, will be landed at Consignees' risk and expense into Godowns at East Point. No Fire Insurance will be effected. Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., General Managers. Hongkong, 15th May, 1901...

For Sale. NOW READY.

DESCRIPTIVE

STATISTICAL EDITION of the

ten pages. PRICE 50 CENTS.

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Hongkony, and May, 1995 NOW READY.

and Postage.

SOME SERIOUS LOCAL PROBLEMS A FEW SUGGESTION FOR DEALING WITH THEM. BEING A LECTURE DELIVERED

BEFORE -THE ODD VOLUMES SOCIETY Mr. H. E. POLLOCK.

Barrister at Law. To be obtained at the OFFICE of This Paper PRICE SO CENTS! Hongkony, 1st June, 1900.

Davies, Mr. W. Dean, Mr. F. Nobbs, Prof. A. P. Downs, Mrs. Lottic Earby, Mr. E. A. Spittles, Mr. J. Kennedy, Mrs. Leary, Lieut. C.

**EXCHANGE** 

Hongkong, 16th May, On London, Telegraphic Transfer .....1/11} ON PARIS, Bank Bills, on demand ......2.47 Sovereigns, Bank's Buying Rate......\$10.11 Gold Leaf 100 touch, per tael ......52.00 Bar Silver ......271 Dollars .....nom.

New Benares......9721 Old Benares......965 per picul. Old Malwa ......830 Persian, paper tied ....... 810

Steamers. ATHENIAN, British steamer, 2,444, H. Mowatt, and Moji 7th March, Timber and Flour.-

Svendsen, 9th May,-Moji and May, Coal. -Butterfield & Swire.

BURNSIDE, American steamer, 1,400, A. H. Cable.—Government.

G. Warden, 13th May,-Rangoon 1st May. CHUNSANG, British steamer, 1,419, L. A. Muir, 11th May,—Bangkok 5th May, Rice.— Jardine, Matheson & Co.

CLAVERDON, British steamer, 2,085, Parker, -Order.

Siemssen & Co.

ELSA, German steamer, 1,702, Schonwandt, Esk, coast desence gunbont, 363 tons, 3 guns, Sweaborg, 1st class, Russian torpedo boat, 69 15th May,-Canton 13th May, Coal.-Jebsen & Co.

Coal.—Government LARGO BAY, British ship, 1,178, F. Adams, 7th April,-Nagagasaki 1st April, Ballast.-Sander, Wieler & Co.

LOUISE J. KENNY, American schooner, 155, A H. Olsen, 30th Mar.,-Ponage and Caroline Island tith Mar., Copra.-Master. UZON, American 4-masted schooner, 512, Aderson, 31st Mar.,-Port Townsend 28th Dec., General.-Holliday, Wise & Co.

MADAGASCAR, British 4-masted barque, 1,997, A. H. Smith, 4th Mar, -from New York, Oil.—Standard Oil Co. MERCURY, German schooner, 52, Warnes, 23rd

Feb.,-Yap 9th Feb., Ballast.-Siemssen OBI, British schooner, 1,951, R. Pinkham, 9th | FOREIGN MEN-OF-WAR ON THE CHINA

April,-Cardiff 23rd Fob., Patent Fuel.-Government. PRESIDENT, British bark, 766, R. B. Munro, 3rd April,-Rajang 8th Feb., Timber.-

Ping On Co. SEA WITCH, American ship, 1, 172, Howes; 215t Feb.,-Manila 18th Feb., Ballast.- Master. VIMEIRA, British 4-masted bark, 2,233, D. S. Millan, 23rd Jan,-New York 3rd Sept., Case Oil.—Order.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, May' 16th, 1901. Alacrity, despatch-vessel, 1,700 tons, to guns, 3,000 i.h.p., Comdr. G. G. F. M. Cradock,

Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. D. Hunt, Hongkong. 5,000 i.h.p., Gapt. J. Startin, Woosung,

Arethusa, 2nd-class cruiser, 4,300 tons, 10 guns, Gremiasichy, Russian armoured cruiser, 1,492 Argonaul, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R. ..,

7,000 i.h.p., to guns, Capt. A. W. Paget, C.M.G., Shanghai. Aurora, 18t-class cruiser, 5.600 tons, 8,500 i.h.p.,

12 guns, Capt. E. H. Bayly, C.B., Foochow. Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain G. J. S. War-render, Nagasaki. Blenkeim, 1st-class criuser, 9,000 tons, 12 guns,

21,411 i.h.p., Capt. Henderson, C.M.G.,

Bramble, ist-class gunbout, 710 tons, 1,300 i h.p., 6 guns, Lieut. and Comdr. F. M.

Leake, Amoy. Brisk, 3rd-class cruiser, 1,770 tone, 6 guns, Wrey, Bart, Shanghai.

Sir Bourchier Rozbaynik, Russian cruiser, 1,330 tons, 1,786
h.p., 11 guns, Capt. Komaroff, at Singapore.

i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Foochow. Centurion, 18t-class battleship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, R.N.,

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Com. C. Winnington Ingram, Shanghai. Dido, 2nd-class cruiser, 5,600 tons, 11 guns, Sissoi Vellky, Russian battleship, 10,000 tons, Brooklyn, Flagship, U.S. cruiser, 9,215 tons, 9,600 i.h.p., Capt. Tillard, Shanghai. i.h.p., 12 guns, Capt. G. A. Gallaghan, C.B., Wei-hai-wei.

200 i.h.p., Lieut.-Comdr. F. Blunt, Chin-

1,500 tons, 9,000 i.h.p., Capt. M. V. Elisenan, Koningin Wilhelmina der Nederlanden, Dutch

cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossunn, Swetow. Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.

Maria Theresa, Austrian cruiser, to guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai. Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,736 i.h.p., Capt. Jansen, Taku.

Zaire, Portuguese gunboat, 600 tons, Captain Mello, Hongkong. Zenta, Austrian cruiser, 2,500 tons, Captain Skala, Shanghai,

AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovleff, at Nagasaki. Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Vserolojsky, at Tientsin.

Aleout, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkisky, at Nagasaki. Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky,

Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.

Galdamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikst at Taku,

tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Taku. Koreyets, Russian cruiser, 1,200 tons; 9 guns, 2,150 h.p., Capt. Silmann, at Taku.

Astraa, British 2nd-class cruiser, 4,300 tons, Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakoveff, at Nagasaki.

Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Capt. Yenish, at Nagasaki. Nayerdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capi. Zarine, at Nagasaki. Olvasny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain

Coprianoff, at Nagasaki. Petroparlovski, Russian battleship, 12,000 tons, 4th May, General.—Nippon Yusen Kai- Bonaventure, 2nd class cruiser, 3,000 tons, 18 Capt. Grevais, at Nagasaki.
Sha.

Suns, 9,000 i.h.p., Capt. C. J. G. Sawle, Polstava, Russian battleship, 10,960 tons, 11,255 i.h.p., 16 guns, Capt. Orgeroff, at Nagasaki.

Rossia, Russian armourd cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.

Britomari, 1st-class gunbout, 710 tons, 1,300 Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur. Sevastopol, Russian battleship, 10,900 tons, 13,600 i.h.p., 16 guns, Capt. Meléusky, at Silatch, Russian gunboat, 4 guns, 1,200 h.p.,

Capt. Barronoff, at Nagasaki. 14 guns, 8,500 i.h.p, Capt. Mollas, at Taku. Endymion, 1st-class cruiser, 7,350 tons, 12,000 Sivoutch, Russian gunboat, 950 tons, twin

19.7 knots.

Comdr. von Mittelstädt, at Shanghai. Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy. Warth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku. K. F. Wilhelm, German battleship, at Naga-

No. 90, German torpedo-boat, 320 tons, Capt. Hoepfmer, at Shanghai. No. or, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Hongkong. No. 02, German torpedo-boat, 320 tons, Capt.

Fluinrich, at Shanghai. \* Flagship of His Excellency Vice-Admiral Bendemann. \*\* Flagship of Rear-Admiral Geissler.

\*\*\* Flagship, Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON. Alonette, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki. Amiral Charner, and class cruiser, 4,750 tons,

Capt. Baehine, Japan, Bengali, and class dispatch-boat, Lt.-Comdr De La Croix de Castries, at Nagasaki. Chasseloup Laubat, 2nd-class cruiser, 4,000 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St.

Luc, at Foochow. Comete, gunboat, 600 tons, Capt. Louel, at Decidee, gunboat, 690 tons, Capt. Maresubette, at Taku.

\* D'Entrecasteaux, 1st class cruiser, 8,100 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Taku. Descartes, and class protected cruiser, 4,000 tons, 36 guns 63? i.h.p., Captain Saulne, at Hongkong.

Eure. Dispatch-transport, Capt. Vallee, at\_ Friant, gunboat, 693 tons, Capt. Adam, at Guichen, 1st-class cruiser, 9,000 tons, Capt.

Perem, at Shanghai. Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku. Kersaini, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du

Portail, at Saigon. Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt, Pascal, and-class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at

Styx, 3rd-class cruiser, 1,800 tons, Captain Vincent, at Hongkong. Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Mornet, at-Taku. Takow, torpedo-boat destroyer, 280 tons, Com. Boussady, at Hongkong.

Villeneuve, at Saigon. \* Flagship of Vice-Admiral Courrejolles. THE AMERICAN SQUADRON. Albany, U.S. cruiser, 3,500 tons, Comdr. J. E.

Vipers, gunboat, 400 tons, Captain G. del

Craig, at Manila. Benningion, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hong-

Capt. C. M. Thomas, Shanghat. Callao, U.S. gunbout, 137 tons, 1, gun, 55 h.p., at Nagasaki.

Lieut. Com. G. B. Bradshaw, at Manila,

Castine, U.S. cumbout 1, 220 tons, 8 guns, 2,10 at Nagasaki.

castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199

h.p., Comdr. S. W. Very, at Shanghai.

tons, 3 guns 2 torp tubes 780 h.p., speed Celtsc, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forse, at Manila.

Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila. Cuigoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila. Don Juan de Austria, U.S. gunboat, Capt. T.

C. McLean, at Manila. Glacter, U.S. supply-ship, Lieut.-Comdr. A. Mertz, at Manila.

Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila. Iris, U.S. distilling-ship, 6, 100 tons, 1,300 h.p., Ensign D. W. Knox, at Manila. Isla de Luxon, U.S. gunboat, 1,330, Comdr. J.

V. B. Bleecker, at Canton. Kentucky, U.S. battleship, 11,500 tons, Capt. Chester, at Manila. Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut. Comdr. A. P. Nazro, at Manila. Marietta, U.S. gunboat, 1,000 tons, 1,500 i.h.p.,
12 guns, Comdr. E. H. Gheen, at Canton.

tons, 6 guns, 3,000 h.p., Comdr. O. W. Farenholt, at Shanghai. Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku. Monterey, U.S. double-turret monitor, 4,000 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Hongkong.

Nanshan, U.S. collier, Ensign F. E. Ridgely, at Hongkong. Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki. Newark, U.S. cruiser, 4,600 tons, Comdr. Mc-

Calla, at Hongkong. New York, U.S. cruiser, 4,083 tons, Capt. B. McCullam, at Manila, Oregon, 1st-class U.S. battleship, 10,280 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickens,

U.S.N., at Woosung. Petrel, U.S. gunboat, 802 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cyrnwell, at Manila. Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai. Saturn, U.S. collier, 1,817 tons, Capt. J. H.

· Potter, at Hongkong. Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong. Solace, U.S. cruiser, 5,000 tons, Comdr. Demlap, at Shanghai.

Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p.; Com. W. T. Burwell, at Manila, Wilmington, U.S. cruiser, 2,222 tons, Capt. C. O. Allibone, at Hongkong.

Yorktown, U.S. gunboat, 1,710 tons, 6 gunt, 3,392 h.p., Comdr. C. S. Sperry, at Manila. Yosemile, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Zafiro, U.S. dispatch-vessel, 674 tons, Capt. L.

THE ITALIAN SQUADRON. Calabria, Italian cruiser, 2,946 tons, Capt. C. Cantelli, cruising. Elba, Italian cruiser, 2,720 tons, Capt. Cecconi,

Fiermosca, Italian cruiser, Capt, Carlo Negri, Shanghai. Stromboli, Italian cruiser, 3,898 tons, Captain R. Marselli, en route Home. Vetter Pisani, Italian cruiser, 6,700 tons, Capt.

> RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 1,425, Lossius,--Hongkong, Canton, and Macao Steamboat Ho-nam, British steamer, 1,377, H. D. Jones, -Hongkong, Canton, & Macao Steamboat

Powan, British steamer, 1,873, A. N. Patrick,-Hongkong, Canton, and Macao Steamboat Hankow, British steamer, 2,252, C. V. Lloyd,-

Butterfield & Swire. Hoj-tong, Chinese steamer, 409 tons, Captain Tai-on, British steamer, 728, J. Lawrence,-Tai On Steamship Co.

Kong Nam, British steamer, T. Austin, R.N.R., -Chinese Owned.

Hongkong and Macao.

Heungshan, British steamer, 1,055, W. E. Clarke,-Hongkong, Canton and Macao Steamboat Co. Macao and Canton,

Lungshan, British steamer, 141, G. F. Morrison, R.N.R.,-Hongkong, Canton and Macao Steamboat Co. Kianglung, Chinese steamer, 583, R. J. Mackenzie,-China Merchant Steam Navigation Co.

Canton and West River. Lungkiang, British steamer, 141, R. D. Thomas, -Hongkong, Canton and Macao Steam-

City of Whampoa, Chinese steamer, 40,-Ah Sun Chow, Chinese steamer,-Ah Yon. Hongkong and West River.

Satkong, British steamer, 259, D. Bowie,-Kwong Wang Steamship Co. Cheung Kong, Y. Kun, 18-Kwong Wan S.S. Kwai Lum, British steamer,-Kai Hing & Co. Lil. American lorcha.

kong, Canton and Macao Steamboat Co., -J. M. & Co. and B. & S. Lorchus and Schooners. Kulsing, lorcha, 160, Reynolds, Hongkong to Canton,-Hung Kum Sing.

Nanning, British steamer, J. J. Lossius, Hong-

Bost Office.

A Mai! will close:-For Canton-Per Honam, to-morrow, the 17th instant, at 7.30 A.M. For Manila-Per Diamante, to morrow, the 17th instant, at 11 A.M.

For Nagasaki and Yokohama—Per Rognar, to-morrow, the 17th instant, at 11 A.M. For Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma-Per Tacoma, to-morrow, the 17th instant, at II A.M. For Manila-Per Loongsang, to-morrow, the

17th instant, at II A.M. For Tientsin-Per Ching, Ping, to-morrow. the 17th instant, at NOON. For Macao-Per Heungshan, to morrow, the 17th instant, at 1.15 P.M. For Singapore-Per Chunsang, to-morrow.

the 17th instant, at 2 P.M. For Moji, Kobe, Yokohama and Portland, " (Or.)-Per Knight Companion, to-morrow, the 17th instant, at 3 P.M.
For Shanghai—Per E-sang, to morrow, the

17th instant, at 3 P.M. For Shanghai-Per Melpomene, to-morrow, the 17th instant, at 4 P.M. For Shanghai, Nagasaki, Kobe, Yokohama,

Honolulu and San Francisco-Per Hongkong Maru, to-morrow, the 17th inst., at 5 P.M. For Canton-Per Fatchan, to-morrow, the 17th instant, at 5 P.M. For Singapore, Penang and Rangoon-Per Gisela, on Saturday, the 18th instant, at I P.M.

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Douglas Steamship China Mutual S. N. China Mutual S. N. Co., Ld.—(O'ary)... China Mutual S. N. Star Ferry Co., Ld. "Shell" Transport & China Sugar Refiningi Luzon Sugar Refining Punjom Mining Co., Punjoin Mining Pre-Société Française des Jelebu Mining and Raub A'lian Oliver: Freehold Olivers Frechold Hongkong & Whampoa Dock Co., Ld. Hongkong and Kowloon Wharf & Godown Co., Ld. ..... Wanchai Warehouse! & Storage Co., Ld. New Amoy Dock Co., Lands, Hotels and Buildings. China Provident Loan-& Mortgage Co., Ld. to \$9} buyers. Hongkong Land Investment & Agency -Co., Ld. ..... \$100 \$198 sellers Kowloon Land and Building Co., Ld... S 30 \$30. West Point Building \$ 50 \$56 buyers Co., Ld. H'kong Hotel Co., Ld. \$ 50 \$130 sales Oriente Hotel Co., Ld. \$ 50 \$80 sellers Humphrey's Estate & \$ 10 \$14 sales Finance Co., I.d. ... Cotton Mills. Hongkong Cotton Spinning, Weaving & Dyeing Co., Ld... \$100 \$7 buyers Ewo Cotton Spinning & W. Co., Ld. ...... Tls. 100 Tls. 50 buyers International Cotton M'fg. Co., Ld....... Tis. 100 Tis. 45 Laou-kung-mow Cotton Spinning & Weaving Co., Ld... Tls. 100 Tls. 55 Soy Chee Cotton Spinning Co., Ld.......Tls. 500 Tls. 325 Yahloong Cotton Spinning Co., Ld.......Tls. 100 Tls. 25 Cigar Companies. Alhambra, Limited ... \$500 200 % p. buyers La Comercial, Ld. .... \$500 100 % p. buyers Hensiana Limited ... \$100 par buyers La Favorita ............ \$500 100 % p. sellers Miscollaneous. Green Island Cement \$ 10 \\$20 sellers Co., Ld. .... China-Borneo Co., Ld. \$ 15 \$38 buyers A. S. Watson & Co., Limited ..... \$ 10 317 Watkins, Limited .... \*\$ 10 \$10 sellers Hongkong Electric \$ 10 \\$12\ sales . Co., Limited ...... Hongkong Electric Co., Limited ....... Hongkong and China L 10 5135 buyers Gas Co., Ld...... Hongkong Rope Manufacturing Co., Ld. \$ 50 \$157\ nominal Geo. Fenwick & Co., \$ 25 |\$55 sellers Ld. H'kong Ice Co., Ld. 5 25 \$175 sales H'kong High Level Tramways Co., Ld. \$100 \$225 buyers \$ 6 \$7 buyers Dairy Farm Co., Ld. Hongkong and China Bakery Co., Ld. \$ 50 \$50 sales Campbell, Moore inti \$ 10 \$20 Co., Ld. ...... Bell's Asbestos East-L 1, \$11 buyers ern Agency, Ld. .. United Asbestos Oriental Ag'cy, Ld., \$ 4 \$11\frac{1}{2} buyers Tebrau Planting Co., 💲 5 💲 sellers Universal Trading \$ 20 \$20 sales Co., Ld. ..... H.K. Steam Waterboat Co., Ld..... China Light & Power Co., Ld. ..... \$ 20 \$20 Robinson Plano Co. \$ 50 \$50 Ld. ..... Mare Brokers. Telegraph Address-"Righto." Telephone No 148

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OPIUM QUOTATIONS. Hongkong, 16th May.

VESSELS IN PORT. 8th April,--Vancouver via Comox, Kobe

AWA MARU, Japanese steamer, 3,912, A. Trennt, 15th May,-Yokohama and Ports BERGENHUS, Norwegian steamer, 2,344, F. H.

Lafflin, 14th April,-Manila 11th April, CANNING, British troopship, 1.587, Lieut: Leger

6th May,-New York 6th Mar., Case Oil. DAPHNE, German steamer, 1,290, Th. Nissen, 15th May, Moji 8th May, General,

DIAMANTE, British steamer, 1,254, A. Ramsay, 17th May,—Manila 8th May, General.— Shewan, Tomes & Co.